

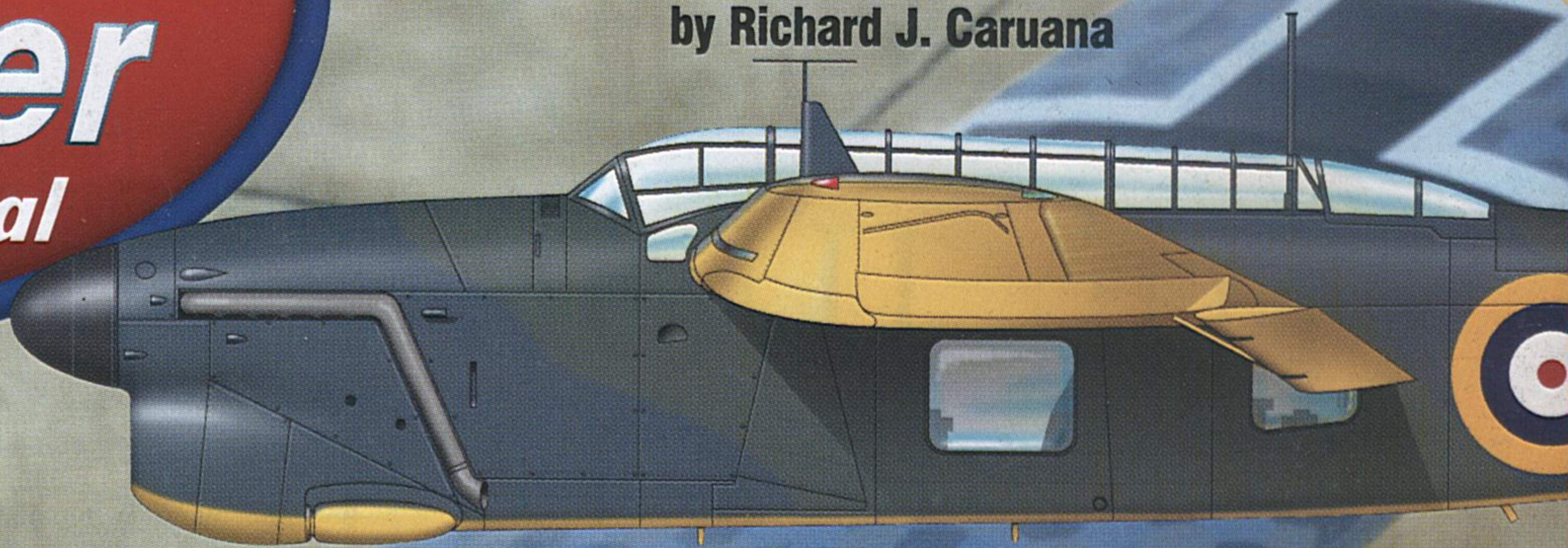
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Scale AVIATION Modeller International

Page Issue!
96

Fairey Barracuda

by Richard J. Caruana



Brandenberg

by Rod Holland

Pirate's Delight

by Prof. S.J. Corvi

Plus

*Pilot's Perspective
Aviation Colour File
Southern Expo '99
Show Report*

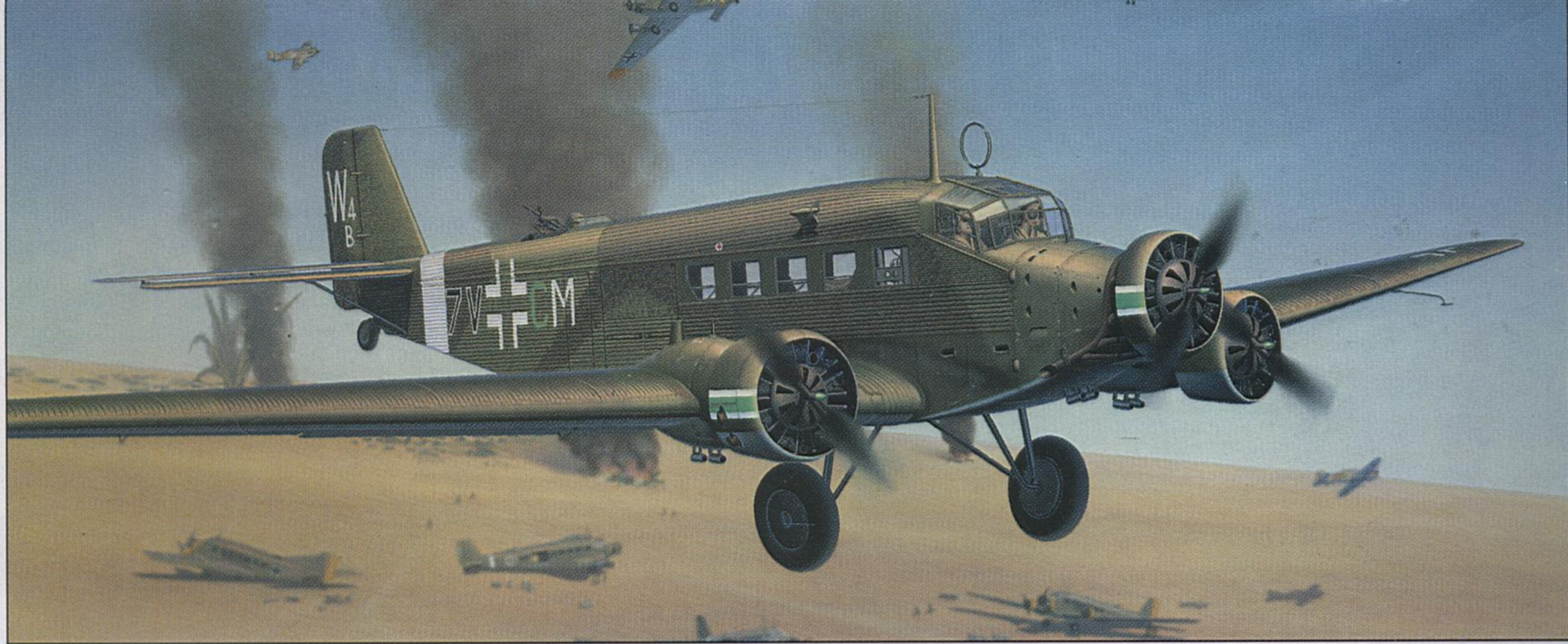
Shamsur

Quick Build - Tornado
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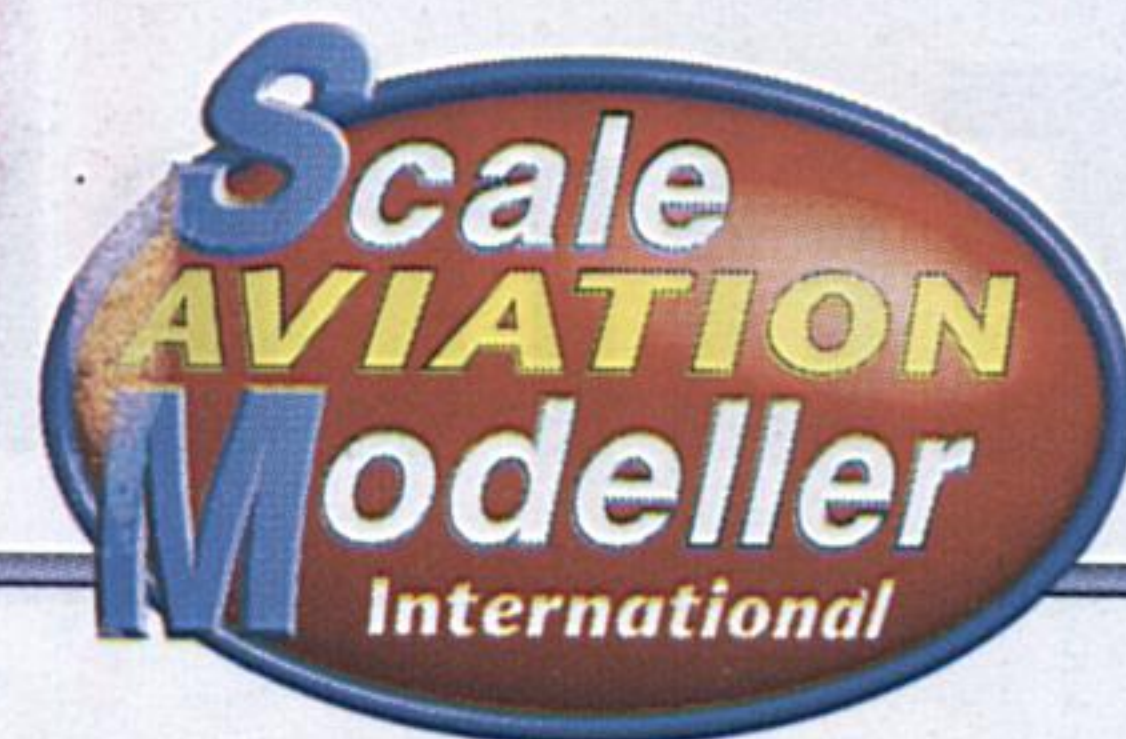
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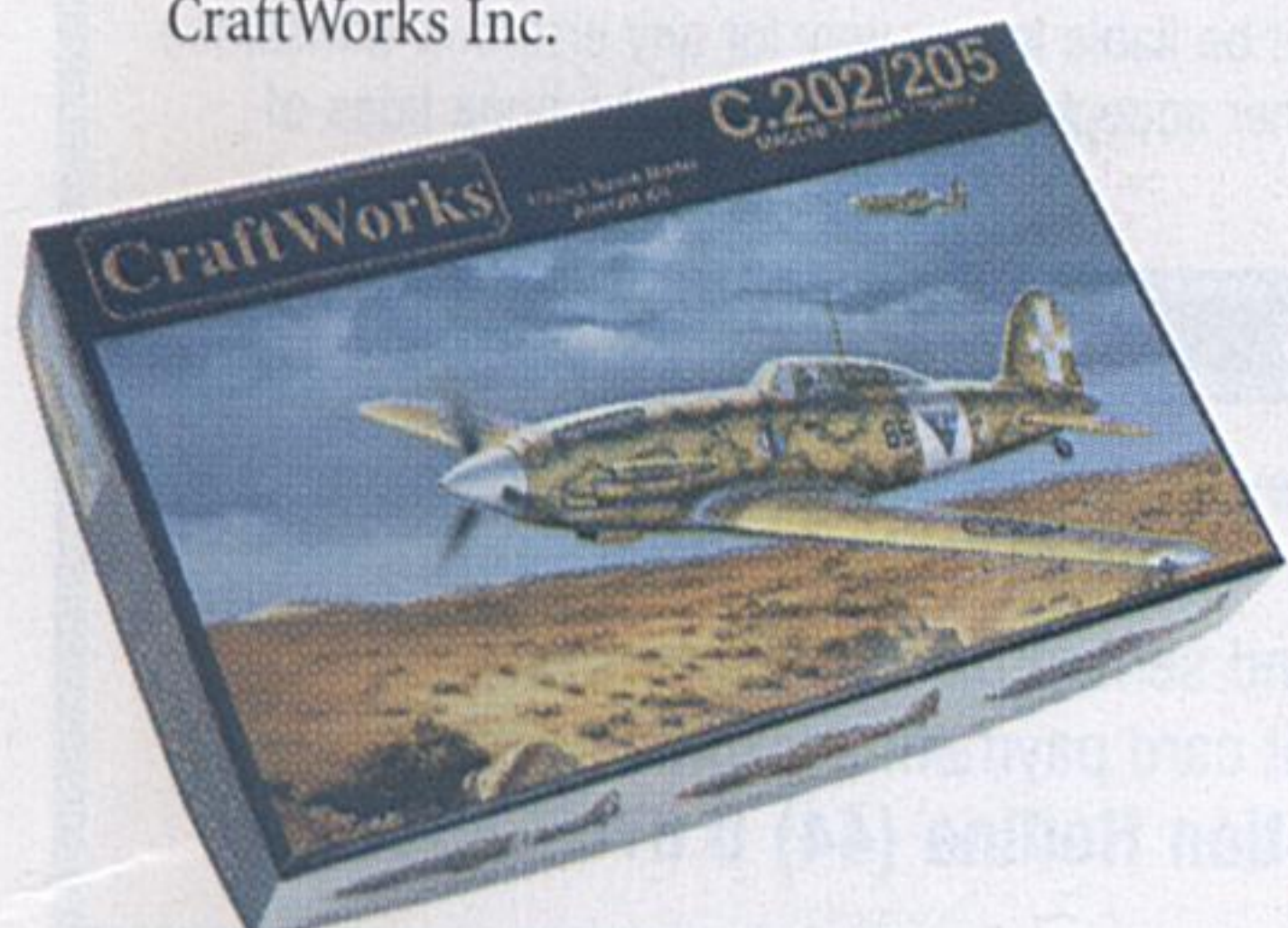


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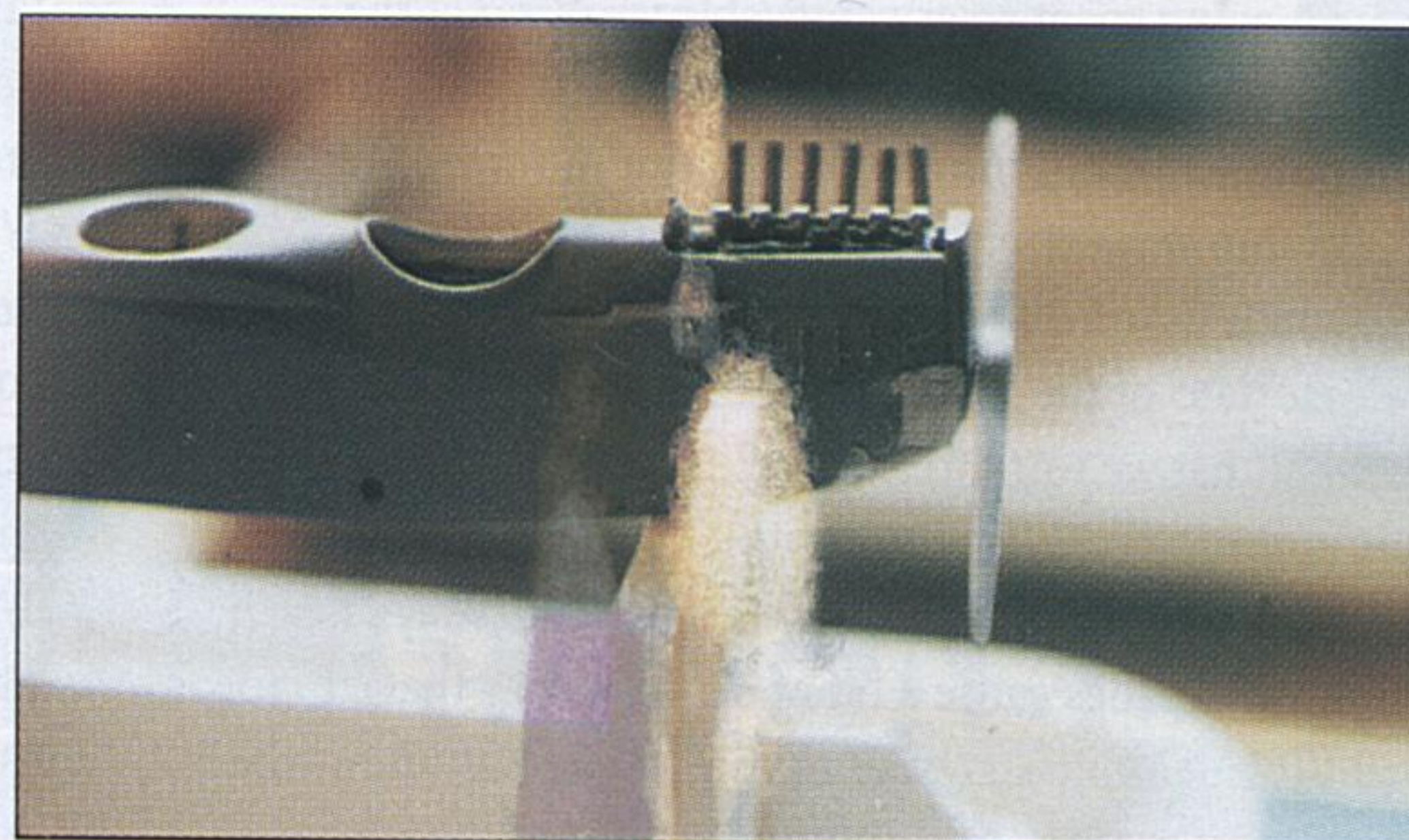
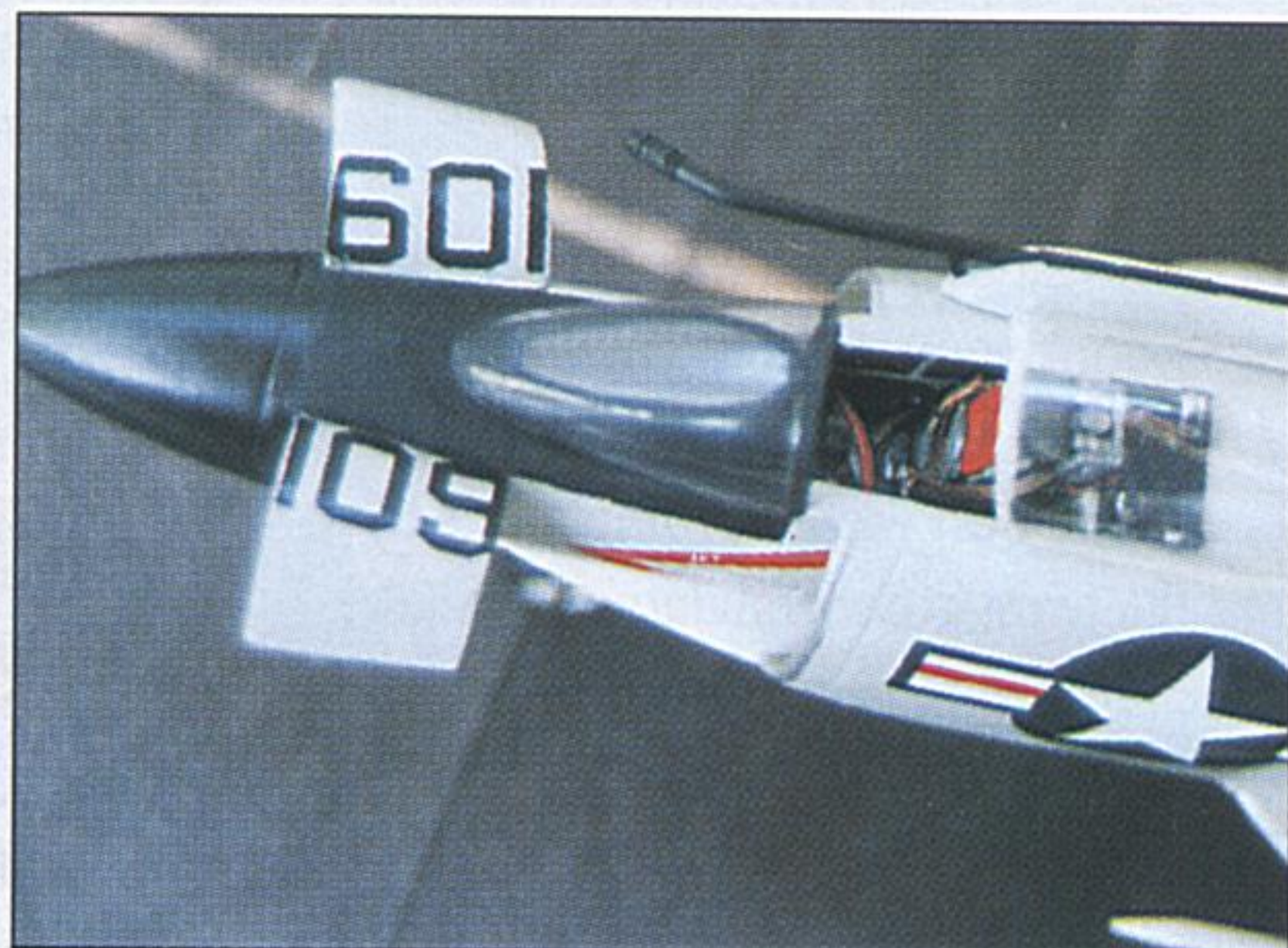


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Features

362... World War I Wings No. 3 - Hansa Brandenburg W.29

Rod Holland continues his series on WWI era machines with a build of the W.29 in 1/48th scale from the Flashback kit

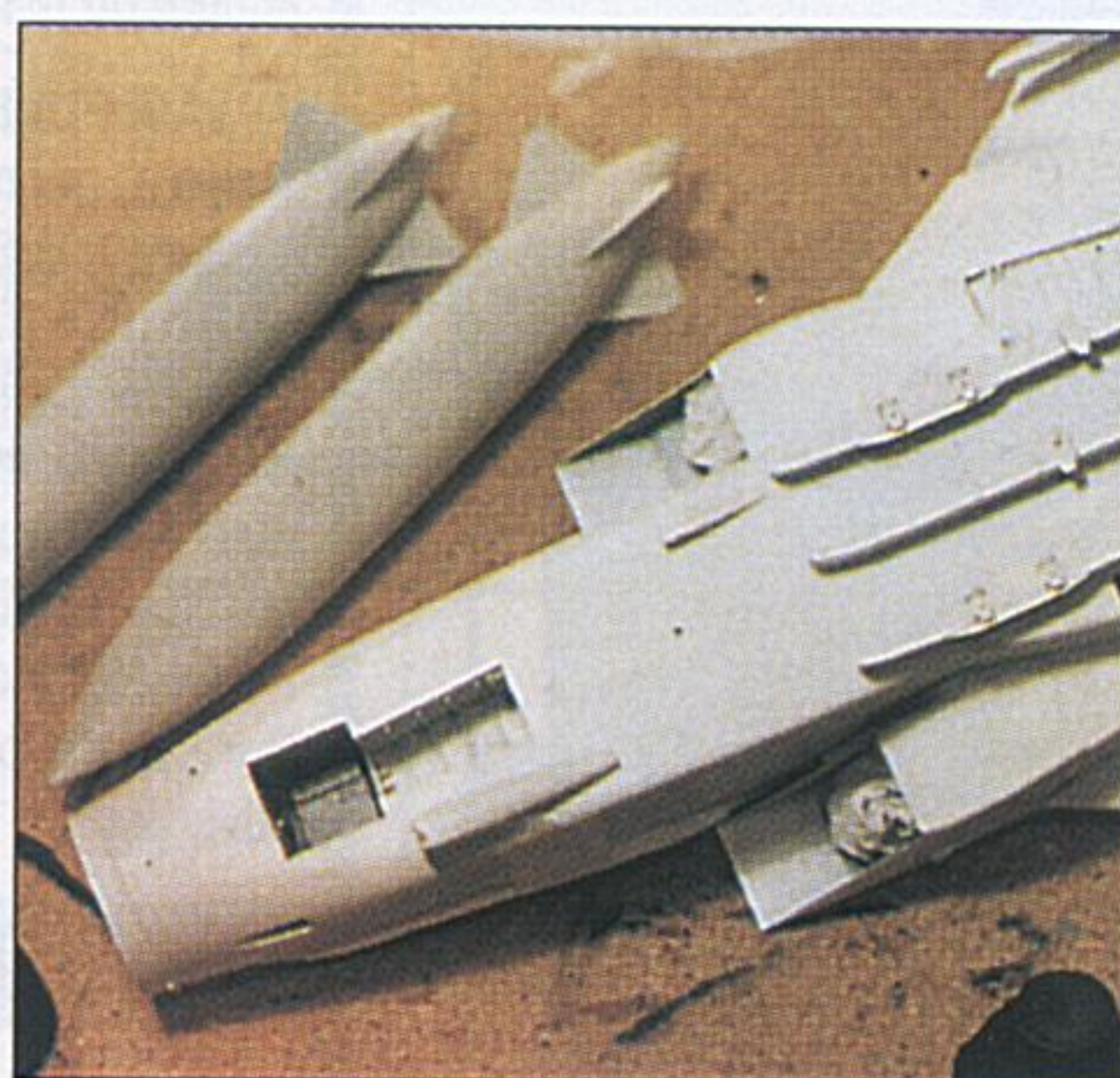
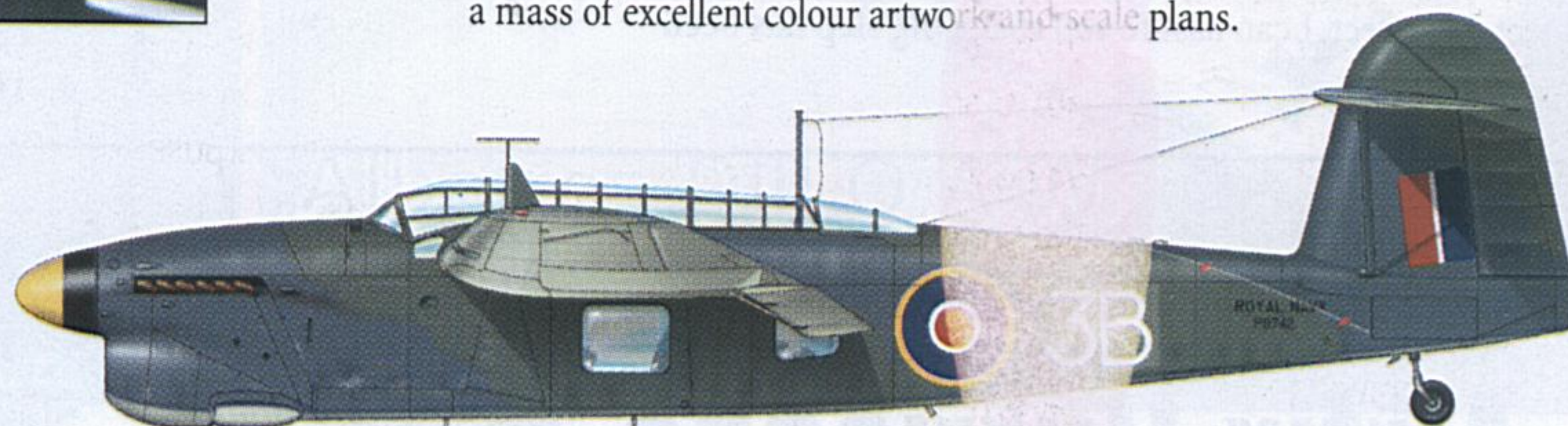


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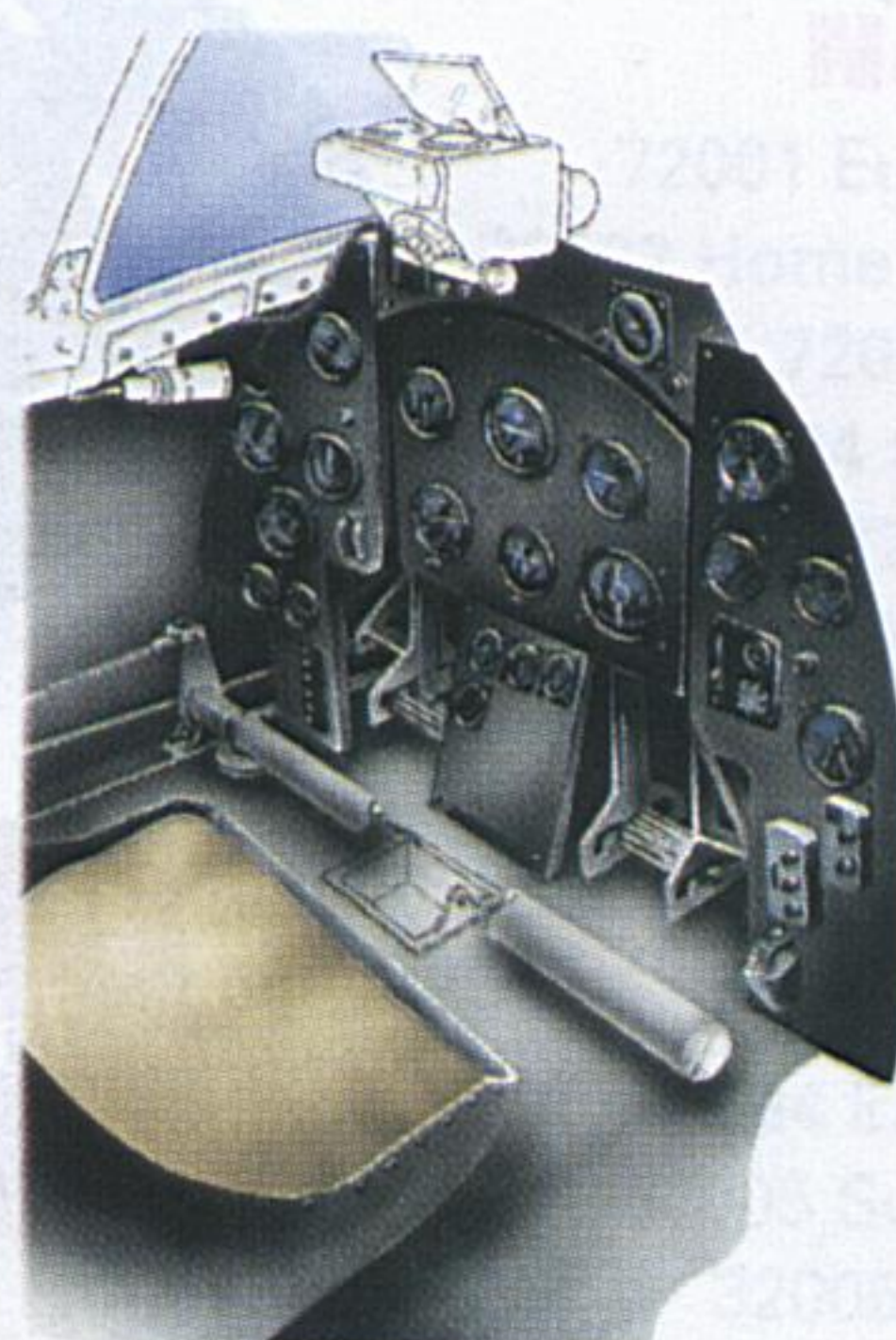
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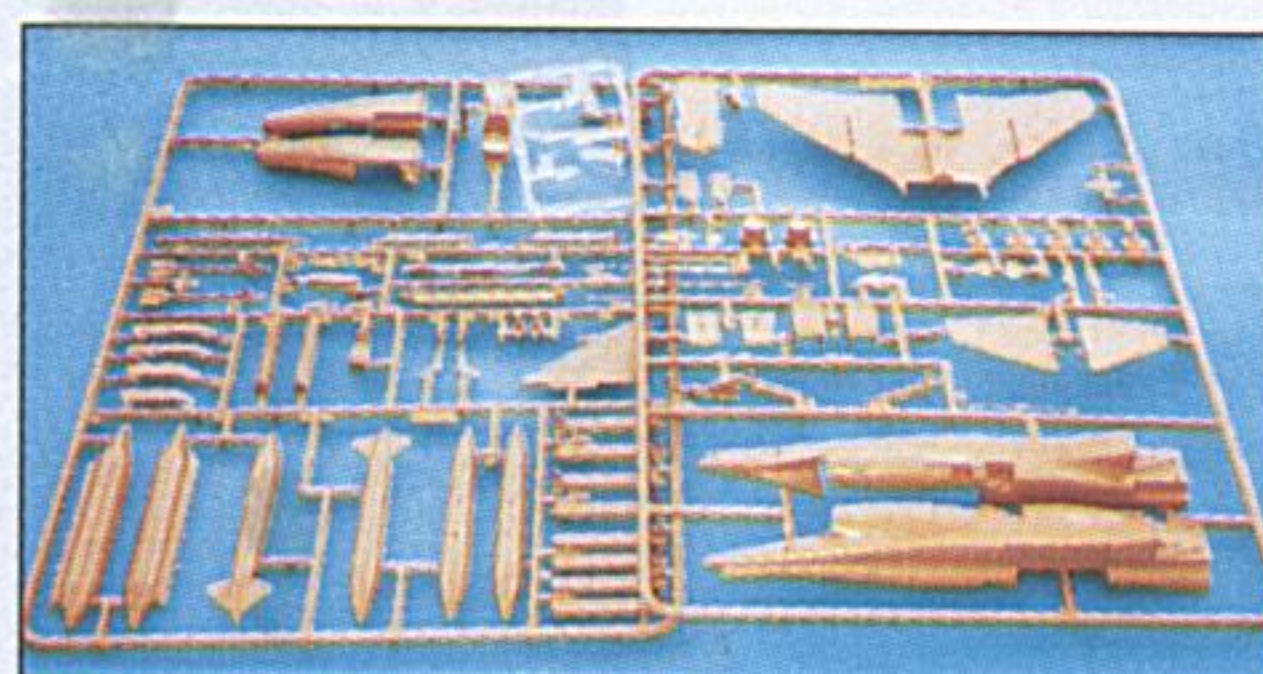


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Editorial



Having spent a very enjoyable weekend at the Southern Expo, I am pleased to say that the vast majority of the feedback I received from the readership was extremely positive. One of the most frequently asked questions though was in regard to the 'release date' of the magazine each month. Many of you thought that we work to a specific date each month, well this is not the case. In fact, due to distribution etc, the title is supposed to be on release by the last Thursday of each month. This does cause a bit of confusion, as that can mean that the title can be as early as the 21st and as late as the 31st! If you are experiencing concern about the release of the title, please remember this, as when many of you call the office to complain that the title is 'late', it is in fact not due for a couple more days. I am sorry if this situation is confusing, but it is not dictated by us.

Having said all that, 'Sod's Law' stepped in, and the last issue WAS late! Due to a number of factors outside our control, the title was not released until the very end of the month. Our apologies to all for the lateness of that issue.

Once again this month there are some improvements at SAM Publications, and although the first will have no detectable effect, I can assure you that a big step has been

taken which will ensure that this title develops to its full potential in the coming years. Having said that there is still an area that I want to develop, and that is our coverage of 1/72nd scale subject matter. We currently have a couple of new contributors in the USA working in this scale, with some more in the UK coming along, but it is an area that I still want to cover in far more depth each month. So, if you think that you would be interested in submitting articles on 1/72nd scale aviation subjects (no restriction on topics), please drop me a line so that we can discuss matters. The more contributors we get the broader the coverage we can offer, and as I said last month, it is my intention to include a feature in all three major scales (1/72nd, 1/48th and 1/32nd) each month from now on. We always get a mass of letters saying things like 'why don't you do a feature on the ...', so instead of this, why don't you consider whether YOU could write it for us. After all this is a hobby we do for enjoyment (don't we?) and the best way to promote it is to share it, so why not join the team at Scale Aviation Modeller International, as I will be pleased to hear from you.

Richard A. Franks

Editor

Special Prize Draw Airfix Hurricane Superkits

Everyone who ordered an advance copy of the Hurricane Datafile was entered into our Special Prize Draw.

The following 15 lucky winners, will receive their 1/24th scale Airfix Hurricane Superkits directly from Airfix (Humbrol Ltd). Please allow 28 days for delivery.

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Questions to the Editor or Contributors

If you have a question or query you wish to raise with the Editor or any of the contributors to this magazine, they should be made **IN WRITING** to the SAM Publications address. Neither the Editor, nor any of the contributors, are at SAM Publications on a daily basis. The Editor regrets that he cannot be contacted during working hours at home, or at work and asks all enquirers to appreciate this fact and be patient. Please understand that the staff at DMZee Marketing/SAM Publications do not have access to the information you require and therefore cannot answer your questions on the phone. Please enclose a stamped SAE with all enquiries, if you anticipate a reply. *Thank you.*

Samples for Review

Scale Aviation Modeller International is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the title. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within Scale Aviation Modeller International should send them directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested. For all international companies etc the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. *Thank you.*

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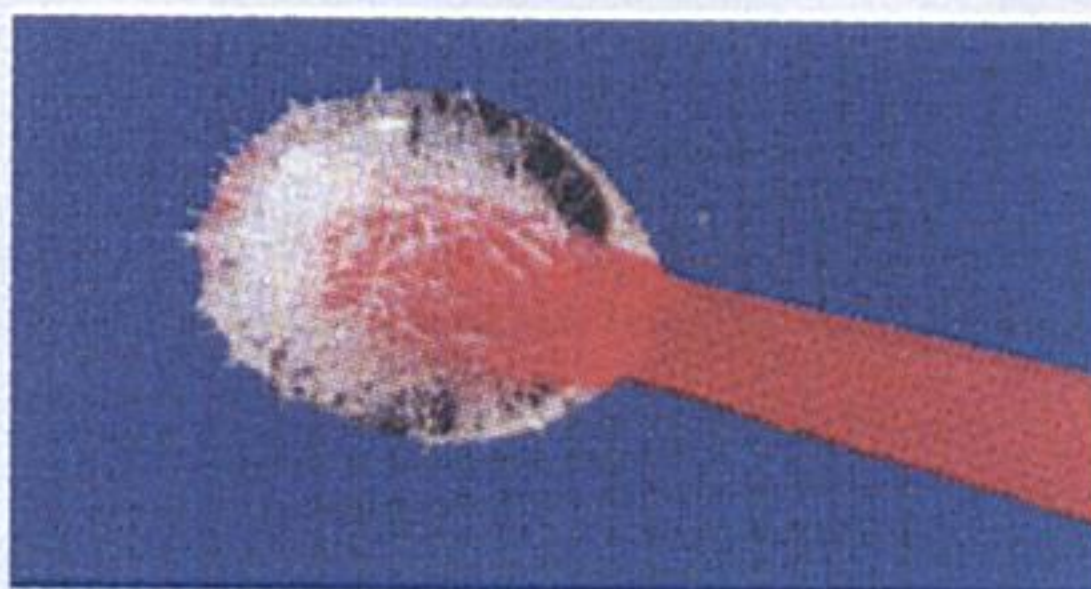
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1/72nd

The Eurocopter 117 'Medicopter' has just been released and it retails for £4.95.



Also available in this scale, and a lot sooner than initially listed by Revell, is the Messerschmitt Me 210A-1. The kit is based on an Italeri tooling and retails for £7.95. Also released and based on an Italeri tooling is the N.A. F-100D Super Sabre, again at £7.95.



1/48th

The Focke Wulf Fw 190G-8 & A-8/R8 has been released in the UK. This kit is based on the old Dragon tooling and retails for £14.95. The G.D. F-16A in its new 'Tigermeet' markings has just come out in the UK, and also retails for £14.95.



1/32nd

Reissued in this scale, with new decals etc. is the old Matchbox Douglas SBD-5E Dauntless and it retails for £14.95.

Air Collections



1/48th

The Vultee P-66 Vanguard kit that we mentioned a few months ago is now available in the UK. The limited run injection moulded kit features a white metal propeller and engine, a vac-formed canopy and decals for USAF and Chinese Nationalist options. The UK price is £17.50 and examples are available from Hannants.

Tamiya

1/48th

The revised Bristol Beaufighter Mk VI 'Night Fighter' is now available in the UK (See Preview) and retails for £17.99.



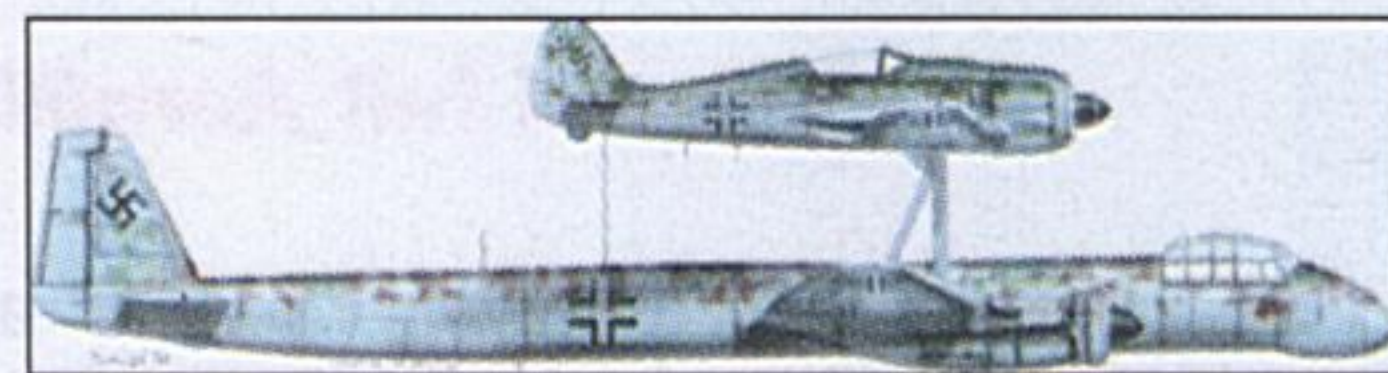
Due for release before too much longer is the Meteor F Mk 1 and the

Fi 103 (V1) in a combined, boxed set. The kit is already out in Japan, retailing for ¥3,000, and includes new decals that have been printed in Japan (not in the USA as with the previous release of the Meteor) and, of course, the Meteor features that 'revised' wing to correctly depict an F Mk 1. I still remember the 'flak' we had from our readership for 'daring to question Tamiya' when we first highlighted that error - how things change! Rumours still abound about what Tamiya will release in the rest of 1999, and all sources are nicely tight-lipped about it. The Fairey Swordfish is a definite (due in the last quarter of the year), and a Mk II is being mooted. The SM.79 is, as we said last month, NOT going to happen, but the news is that another Italian type will be released (Fiat CR.42). Also there is mention of an American 1950's 'Century Series' type, plus a British WWII bomber and something new Luftwaffe-wise!

1/32nd

The long-awaited A-10 and F/A-18 Hornet are apparently still on 'hold', due to the financial situation in Japan. Nothing else has been heard about the Focke Wulf Fw 190D-9 in this scale, so we assume that too is on hold.

R.V. Resin



1/72nd

The next two kits due in April from this manufacturer are the Junkers Ju 88 V5 (the airframe that tested the crew compartment for the Ju 288 project) and the Mistel 3B composite (Fw 190 and Ju 88H4).

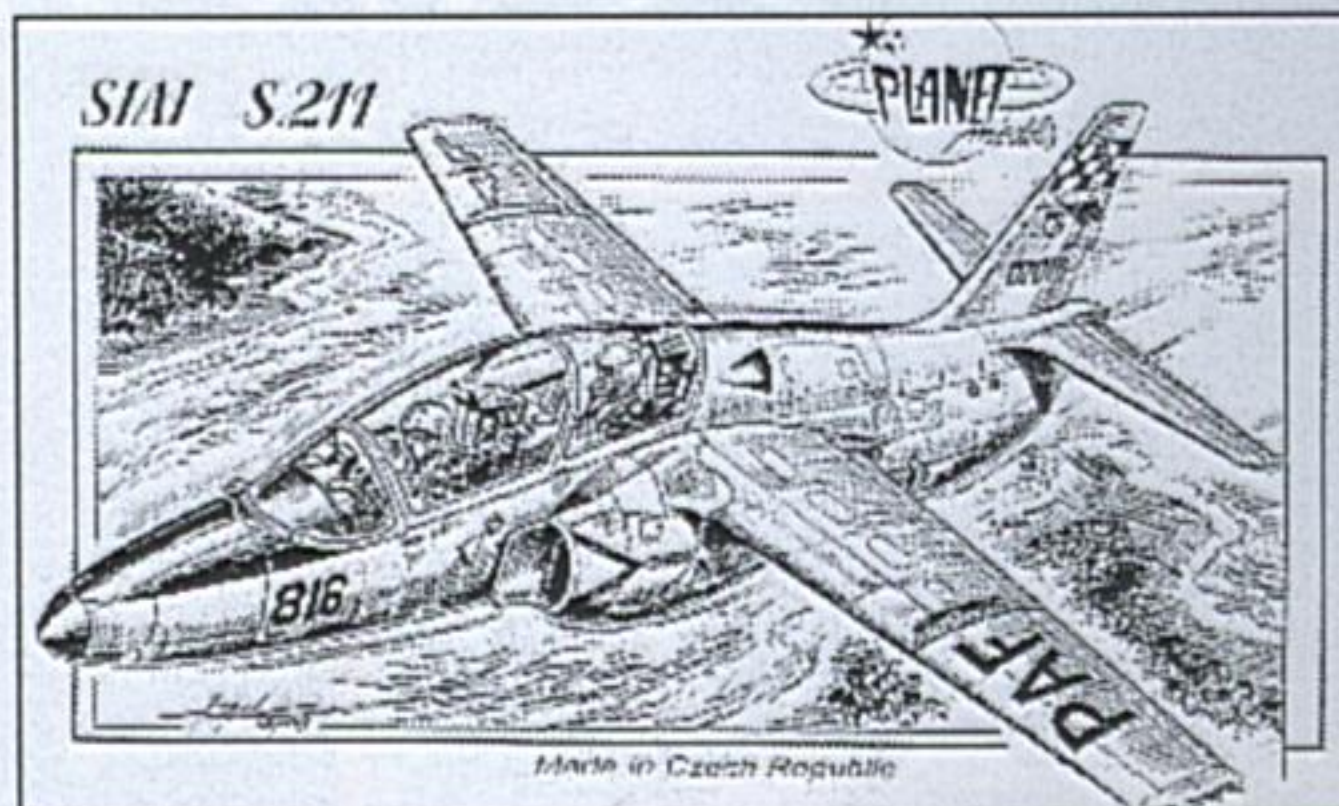
Eduard

1/48th

The latest two kits from Eduard, the Nieuport Ni-17 'RFC' and Hanriot HD-1/2 'Profi Pack' are now in the UK (See Preview). It is good to note that the retail price for these has dropped, to £8.95 and £12.95 respectively.

NOTE: We have been informed by Hannants that Eduard have started to delete some of their older etched brass sets. Twenty-one have already been deleted and more look likely to follow. Contact Hannants or Four Plus UK for more details.

Planet Models



1/72nd

The latest two resin kits from this manufacturer are the Fw Entwurf B 3x1000 delta bomber and the SIAI Marchetti S.211. The former contains Luftwaffe decals and retails for £23.00, while the latter includes Phillipine Air Force markings and retails for £20.00.

Fine Moulds



1/72nd

A rather odd release has just been made in this scale by Fine Moulds, as it is the Savoia S.21. Now that may not sound too bad, but when you realise that it is depicting the machine used in the Hayao Miyazaki animated film 'Porco Rosso' (The Crimson Pig) and it even includes a pig figure as a pilot, it may have a few of you scratching your heads! Apparently the film is now owned (English language rights anyway) by Disney, so Fine Moulds have made a kit. In the end though it does mean you get a high quality injection moulded kit of this lovely Italian floatplane and apparently the kit features some 50 parts and is currently retailing for ¥1600 in Japan.

We do not know if this kit will be brought into the UK.

ICM

1/48th

The latest releases from this manufacturer are the Polikarpov I-1 (Il-400), the first Soviet monoplane fighter, and the MiG-3 fighter. Each kit is injection moulded plastic and the range is available in the UK via Pocketbond Ltd.

A-Model

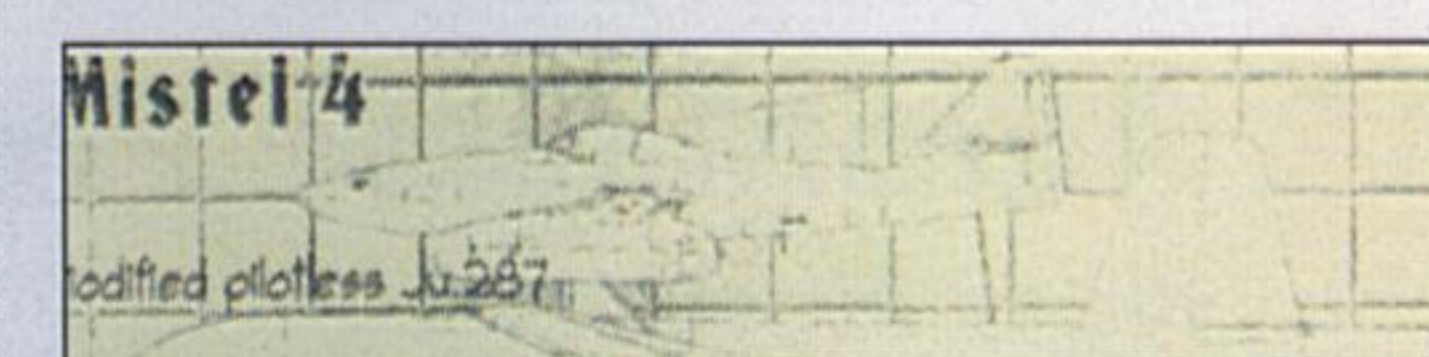
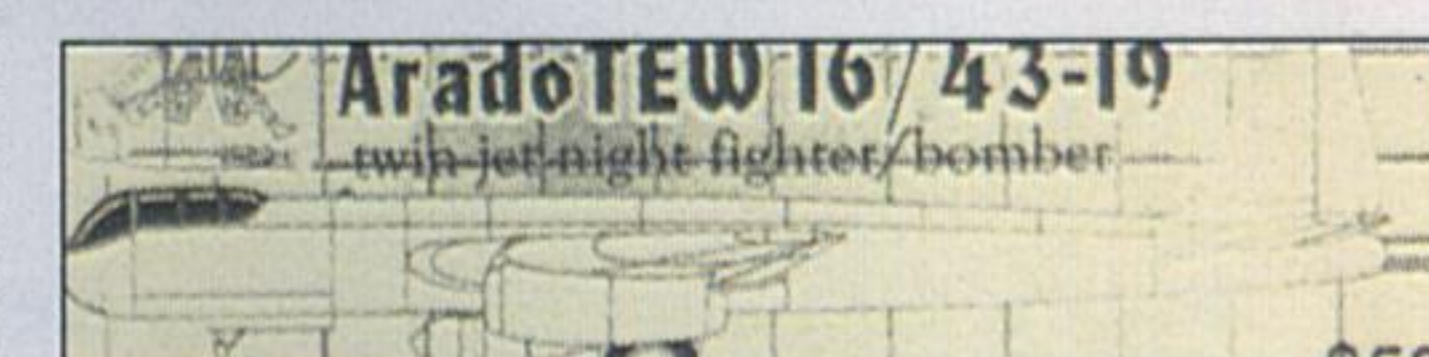
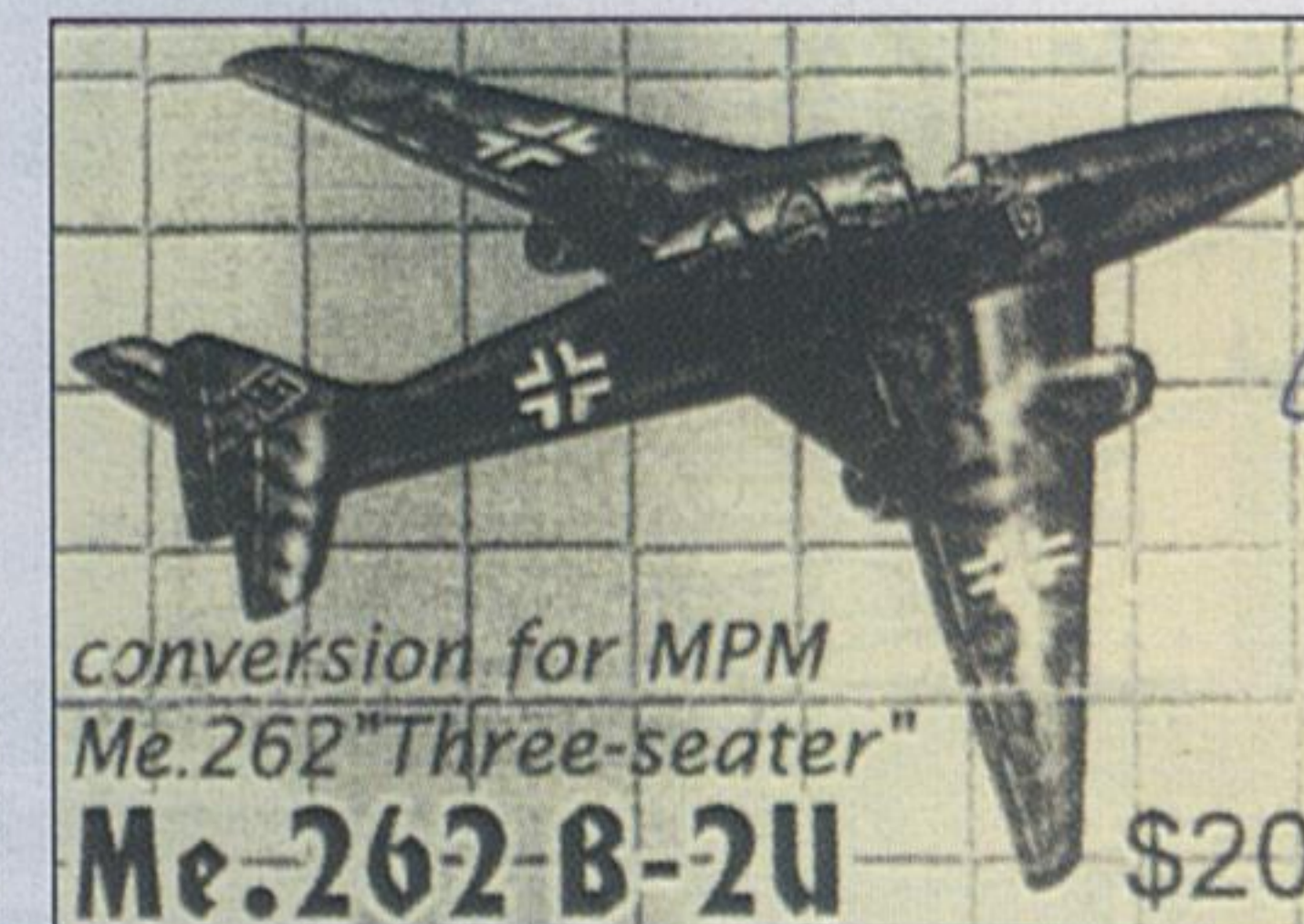
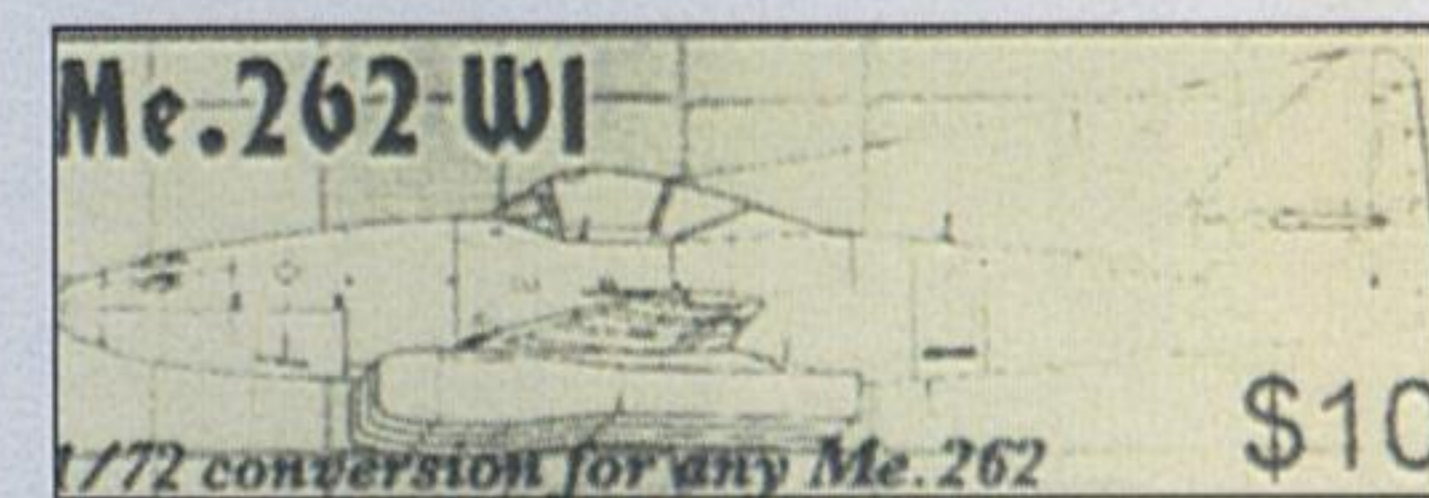
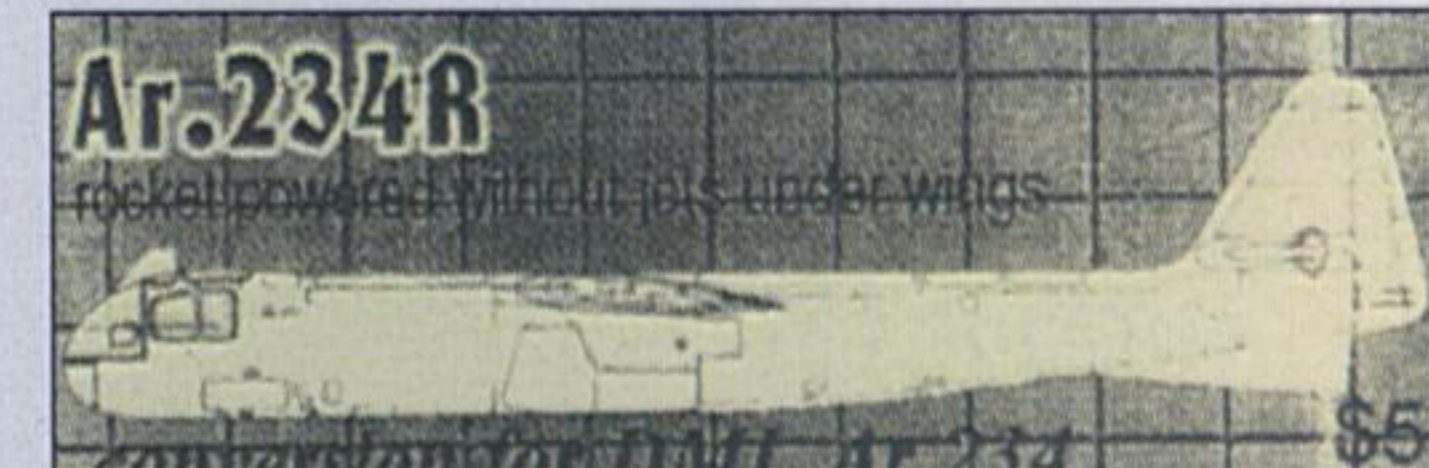
1/72nd

The most recent limited run kit in this scale from A-Model is the Kamov Ka-60.

1/48th

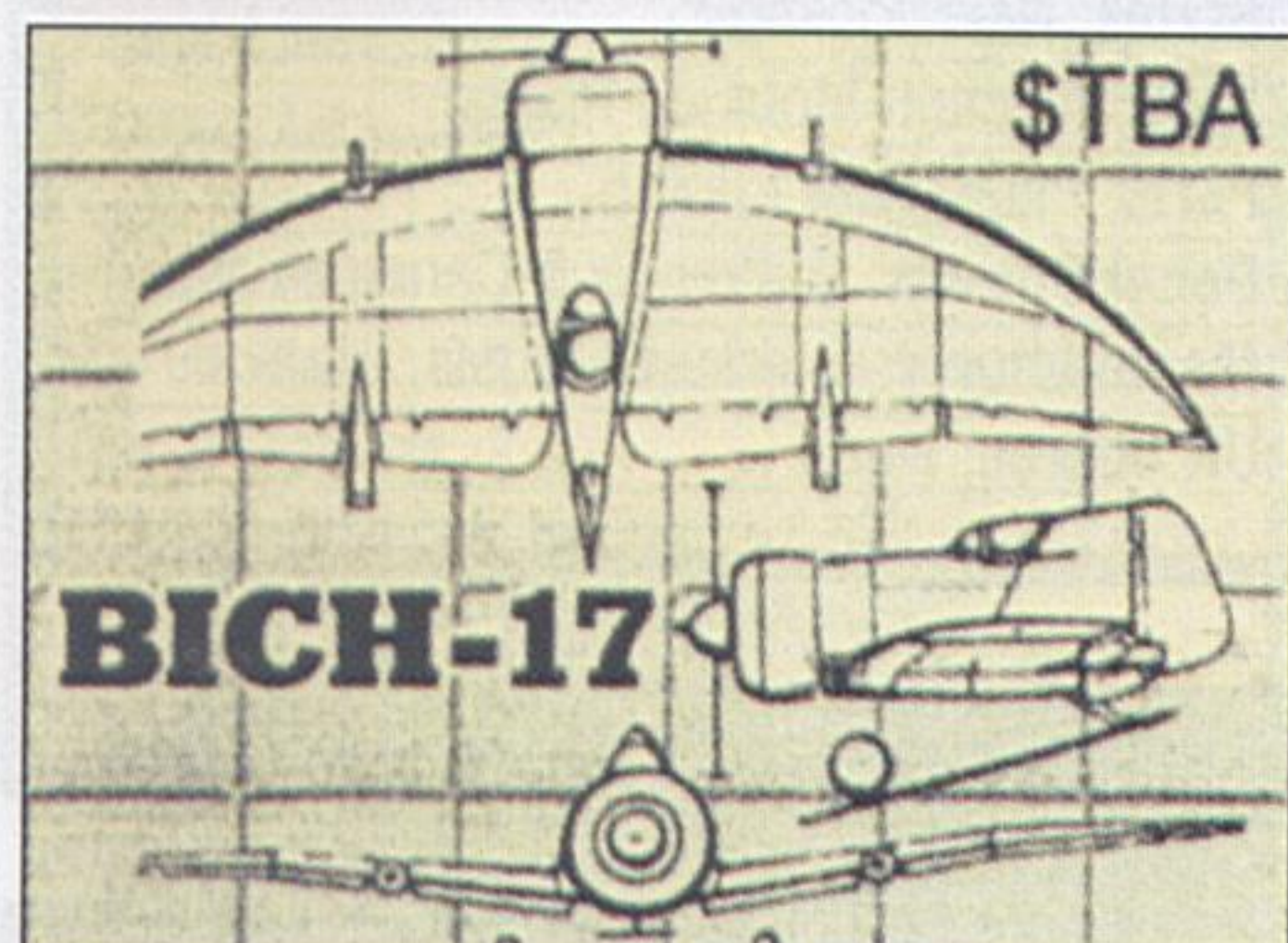
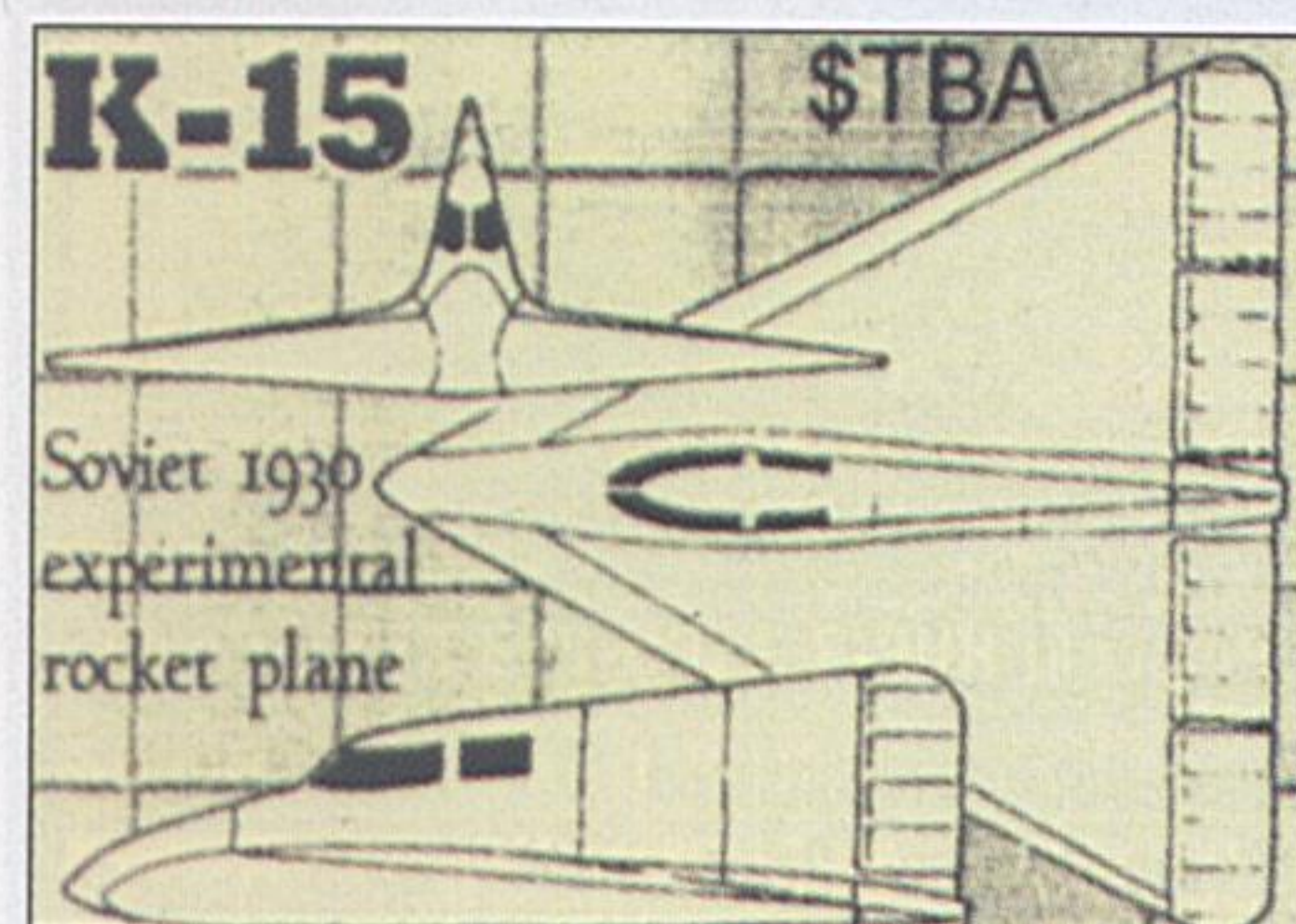
Having already released a limited run injection moulded kit of the MiG-3, and considering the news of a mainstream injection moulded kit from ICM, this manufacturer is modifying the kit to offer the MiG-3-82. This is a little known version of the MiG-3 which was produced in a small number during WWII and was powered by the M-82 engine.

Unicraft-Griffon



1/72nd

These two manufacturers have joined forces to create a special range of resin kits in this scale. The first releases will be a conversion to make the Ar 234R (the Ar 234B without JUMOs and a rocket under the rear fuselage instead) from the Dragon kit (\$5.00), Messerschmitt Me 262W1 conversion (fitted with eight Argus pulsejets!) that can be used with any Me 262 kit (\$10.00) and an



Me 262B-2U conversion for the MPM three-seater Me 262 kit (\$20.00). Also due are full resin kits of the Focke Wulf P.III (\$20.00), Arado TEW 16/43-19 (\$50.00), Mistel 4 (\$45.00), Yak-1000 (\$15.00), Yak-50 (\$20.00), K-15 1930 experimental Soviet rocket plane (\$TBA), BICH-17 (\$TBA) and the Samolyot 5-2 the Soviet 'Skyrocket' (\$15.00).

Meteor Productions

1/144th
A new resin kit of the XB-70A-1 Valkyrie has been produced by this manufacturer. The kit features fine quality resin components with cast brass undercarriage and decals for NASA. The model is 14 inches long even in 1/144th scale and is only available directly from the manufacturer at \$99.95.

Contact Meteor on (Fax) 703 971 8111 for more details.

CMK

1/72nd
New resin and etched brass updates in this scale will include those for the Hasegawa P-40E (Interior #7002), a set of F-16 jet intakes (#7003), Academy P-39Q (Interior #7006), a conversion set for the A-1a/U3, A-1a/U4 and A-2a/U2 using the Revell Me 262 kit (#7007), and interior sets for the Revell F-104C (#7008), Academy A6M5c Zero (#7009), Revell Hurricane

Mk IIB (#7010) and the Academy F4U-1 Corsair (#7011)

1/48th
The next few resin and etched brass update sets due in the 1st quarter of 1999 from CMK will include those for the A-1H Skyraider (Tamiya - Detail Set #4017), Il-2 (Accurate Miniatures - Detail Set #4020), Fw 190A-8/F-8 (Tamiya or Italeri - Interior Set #4023), Fw 190 (Undercarriage #4024), BAe Lightning (Airfix - Control Surfaces #4026), Fw 190A-3/4 (Tamiya - Interior Set #4028). These will be followed later in the year by sets for the F-84 (Tamiya - Interior Set #4023), Fw 190A-6/7 (Tamiya - Engine #4033) and Fw 190A (Tamiya - Armament Set #4034). Other accessory sets due for release include a set of German rudder pedals and control columns (#4029), Oberursel 110hp rotary engine (#4030), Allison V-1610 engine (#4032) and a BMW 801 engine (#4035).

Hasegawa

1/72nd
Apart from all the new kits we listed last month, the most recent releases in Japan



from this manufacturer include the Fw 190G 'Ground Attack' (¥1600/\$20.98), the Bristol Beaufighter Mk X with 500lb bombs and No. 455 Sqn, RAAF markings (¥2400/\$29.98) and the Focke Wulf Ta 154A-0 (¥2500).



Reissued in this scale is the P2V-7 Neptune, and although we are unsure if this will be released in Europe, it is currently out in Japan at ¥2200.



1/48th
The most recent releases in this scale include the B7A1 Grace with 218 Kokushi markings (¥2600) and the D3A1 Type 99 Val with Midway markings for the carriers Akagi and Kaga (¥2400). This

latter aircraft also includes a new set of bomb sprues.

Broplan

1/72nd
The recently previewed kits of the Valmet L-70 Vinka and Piaggio P.166S Albatross are now available in the UK from Andy Pack Models at £9.99 each.

Future releases will include the Piper PA 31 350 Chieftain and the Piper PA 31 Navajo.

Pend Oreille Model Kits

1/48th
The next resin kit from this American manufacturer will be the LeO 451, and although we do not have a confirmed price, stocks are available directly from the manufacturer.

Contact them on: (Tel/Fax)

+ 509 327 2561 for more details.

Classic Resin Airframes

1/48th
Please note that the Arado Ar 95 that was listed as due from this manufacturer has now been cancelled.

OzMods Australian Models

1/144th
The new kit of the DHC Caribou from this manufacturer is now available. The kit features a solid resin fuselage, wing, tail, undercarriage doors and optional radome plus white metal propellers and undercarriage legs.

Decals are given for five options (US Army and RAAF) and two vac-formed canopies are also included.

The price is Aus\$35 plus shipping and credit card orders are being taken by OzMods. Contact them at:

P.O. Box 1083, Gables,

QLD 4300, Australia.

Tel: +617 3818 0137 Fax: +617 3818 3043

Toko

1/72nd
Once the new kits of the Aviatik Berg D.I and Hansa Brandenburg D.I are released by this manufacturer, they will produce a Fokker E.V/D.VIII.

You should all note however that this is not the Eduard tooling, and is an all-new injection moulded kit.

Zhengdefu



1/48th
This Chinese manufacturer has produced an injection moulded kit of the I.D.F. Fighter. We are unsure if this kit is a new tooling, or a copy of an existing one, but the kit includes one decal option and is currently available in Europe. We do not know if the kit will be in the UK, but The Turntable have carried this range in the past.

Professional Models



1/48th
This is a new company from the Czech Republic that produce resin and etched brass update sets. The recent releases include a set of Russian bombs (Be/TAB 500 SP) and a resin and etched brass upgrade (interior and exterior) for the Academy MiG-21PF (#PM-8010).

As yet there is no UK source for this range, so contact them directly at:

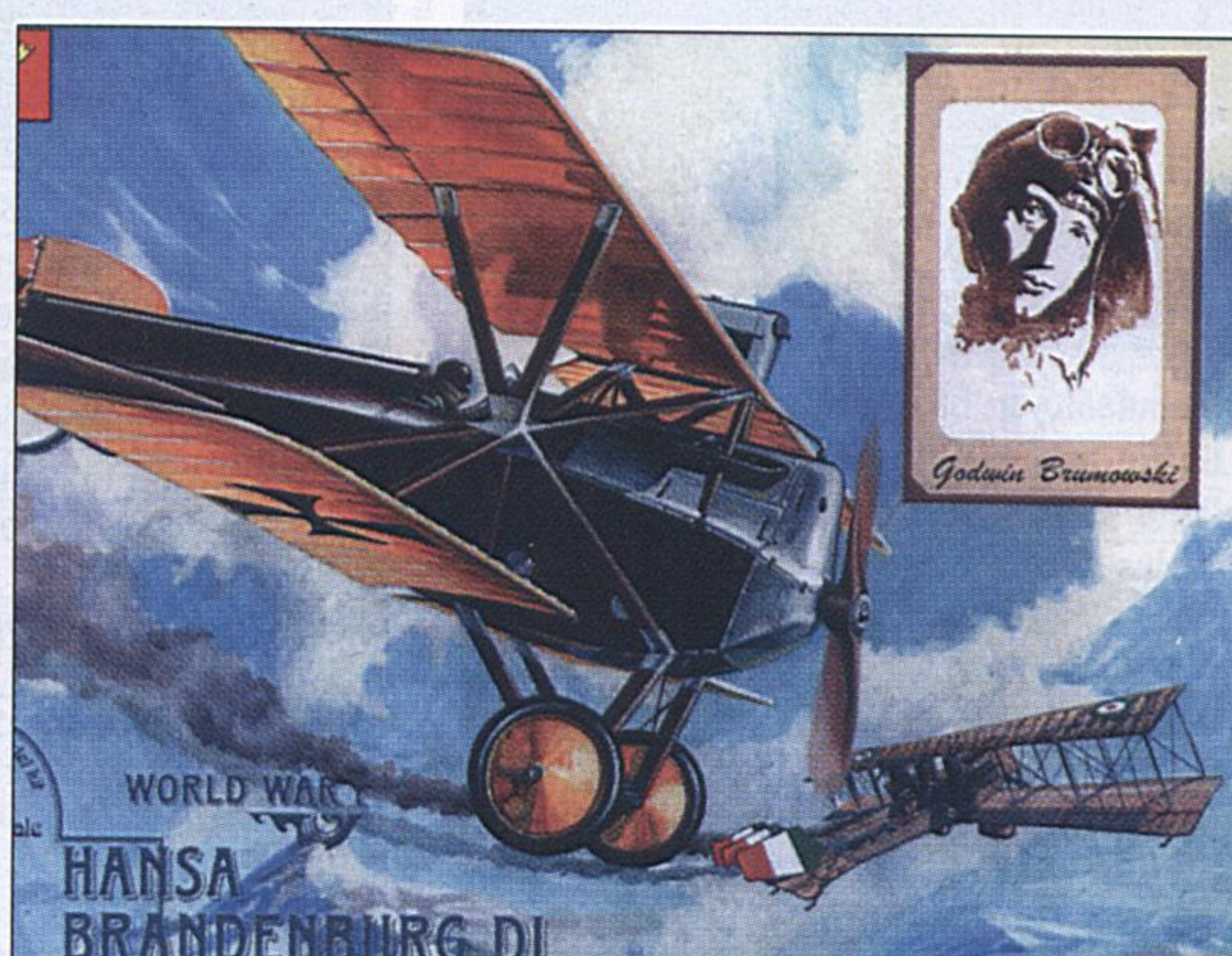
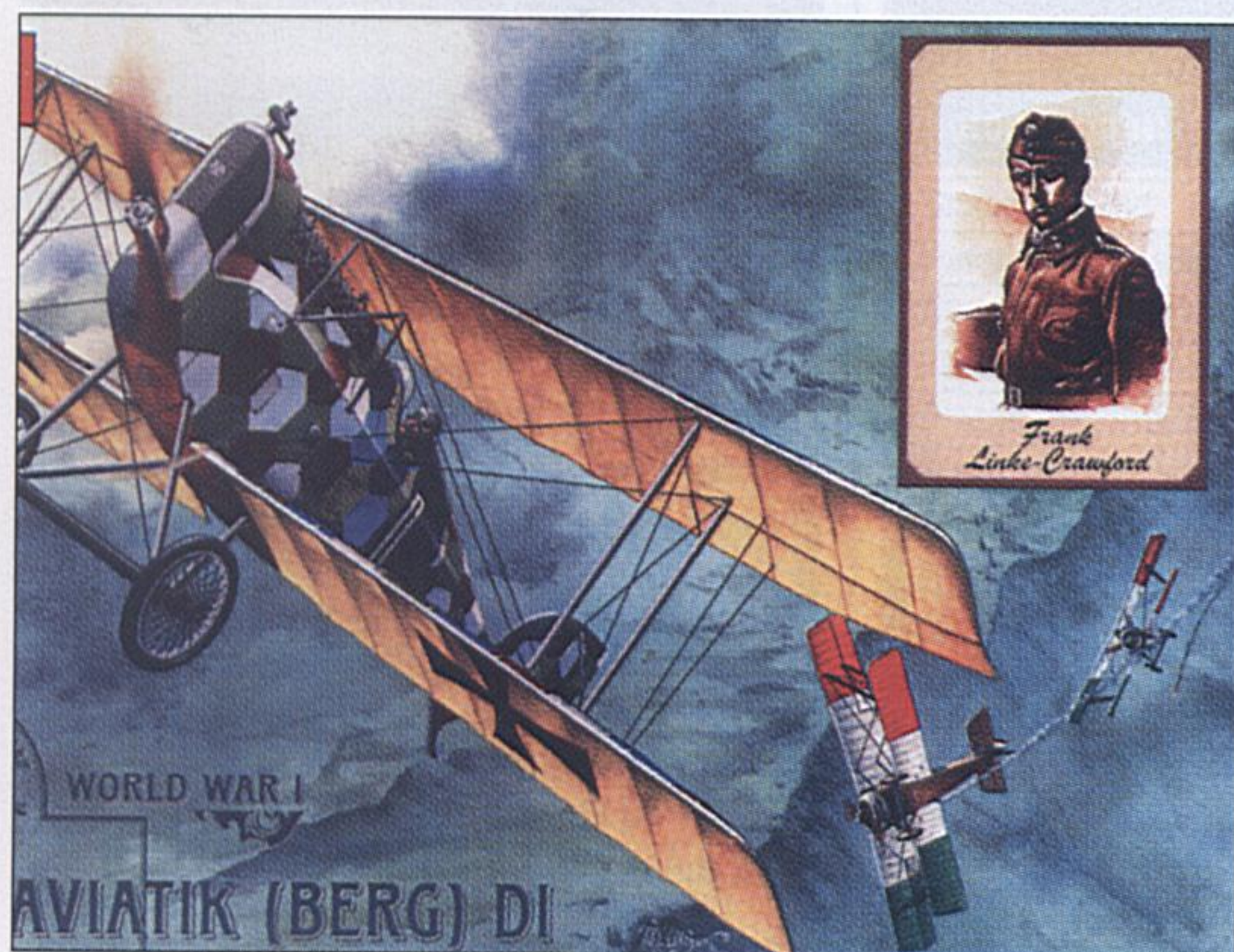
Professional Model, Dygrynova 822, 198 00 Praha 9, Czech Republic.

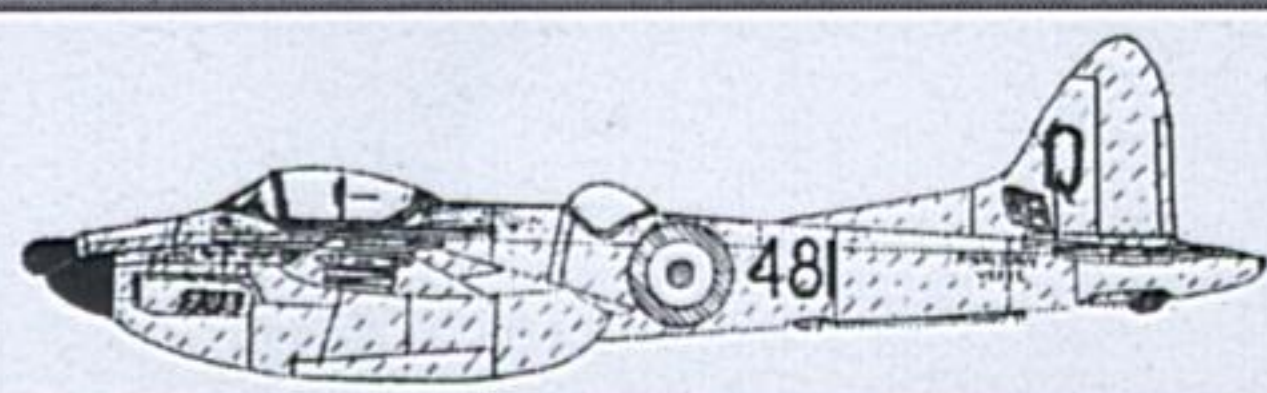
FREMS

1/48th
This Italian manufacturer that we mentioned a few months ago has produced an excellent injection moulded kit of the Aermacchi MB339A PAN in Frecci Tricolori colours.



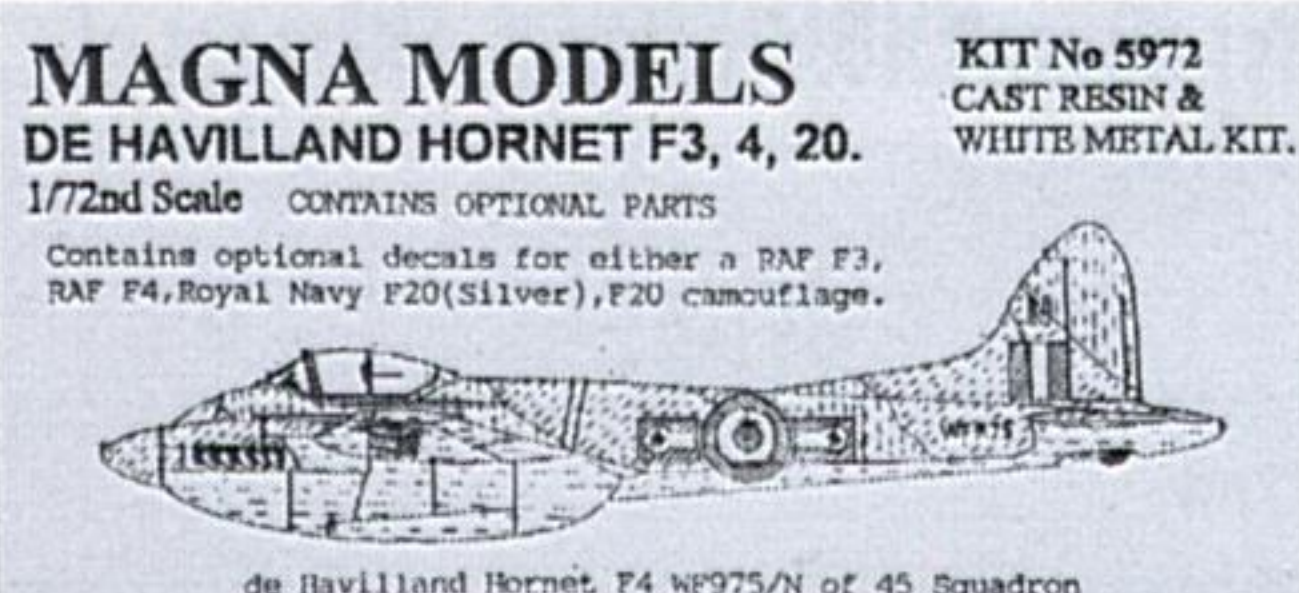
The kit is now available in the UK, at £19.95, and is a high quality product, well worth investing in.





De Havilland Sea Hornet NF.21

Manufacturer: Magna Models
Scale: 1/72nd **Price:** £23.95 (inc P&P)
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Resin, Metal & Vac-formed Clear
Parts: Resin 42, Metal 23, Clear 4
Decal Options: 3
Manufacturer: Magna Models, 4, Brian Close, Sandford, Wareham, Dorset. BH20 7BJ
 Tel: 01929 553518



D.H. Hornet F.3, F.4 & F.20

Manufacturer: Magna Models
Scale: 1/72nd **Price:** £23.95 (inc P&P)
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Resin, Metal & Vac-formed Clear
Parts: Resin 19, Metal 23, Clear 2
Decal Options: 4
Manufacturer: Magna Models, 4, Brian Close, Sandford, Wareham, Dorset. BH20 7BJ
 Tel: 01929 553518



Lublin XIII

Manufacturer: AeroPlast
Scale: 1/72nd **Price:** £4.95
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Injection Moulded Plastic
Parts: Plastic 60 **Decal Options:** 2
Source: Pol Models, 64 Cumberland Road, Acton, London. W3 6EY
 Tel: 0181 992 3822
 Fax: 0181 932 2238



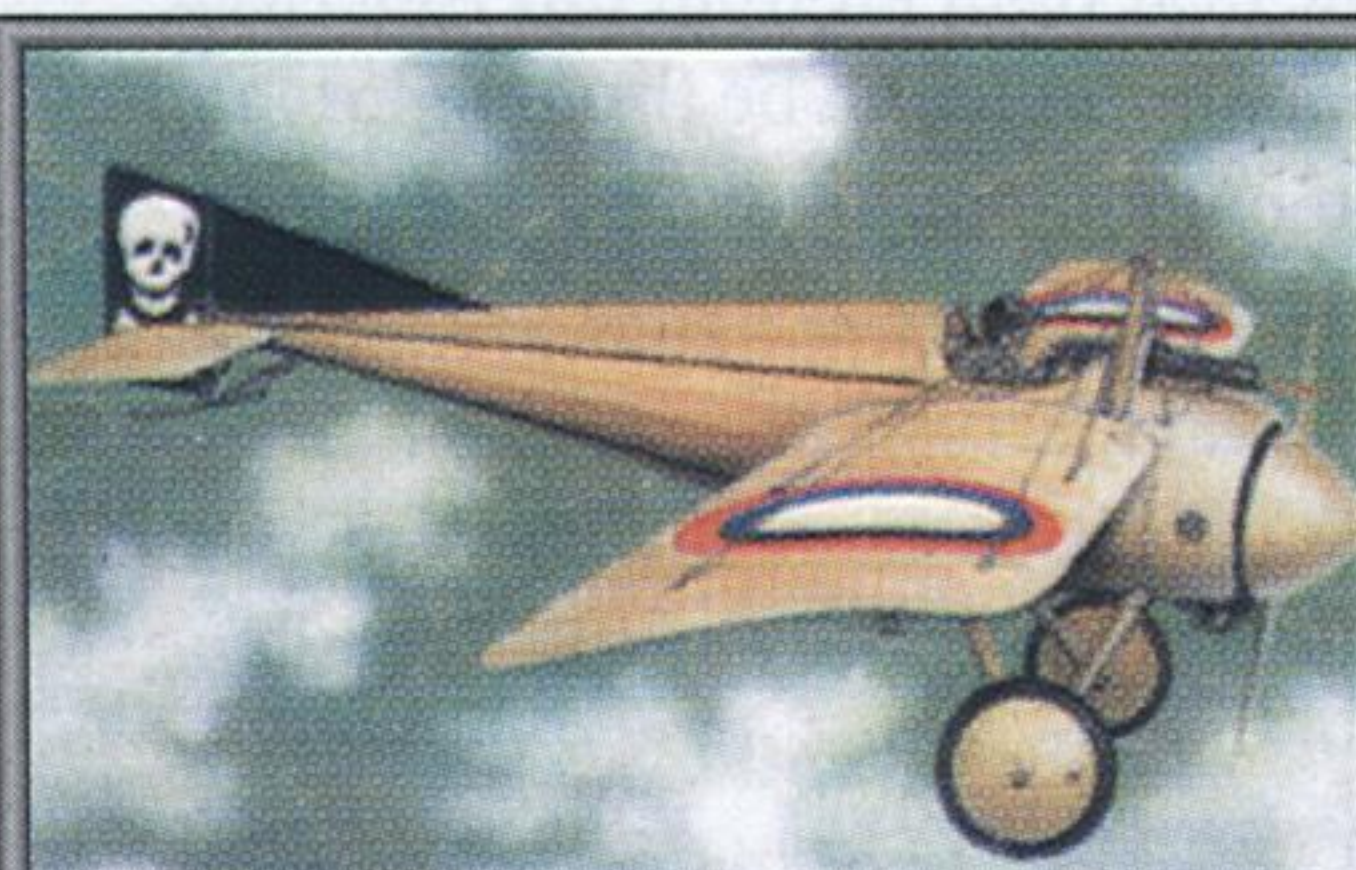
Piasecki HUP-2/3 (CH-25B/C) Retriever

Manufacturer: Interavia
Scale: 1/72nd **Price:** £TBA
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Injection Moulded Plastic
Parts: Plastic 26, Clear 5
Decal Options: 2 (French & Canadian Navy)
Manufacturer: Interavia Models, Ukraine.
UK Source: None



Hanriot HD.1/HD.2

Manufacturer: Eduard
Scale: 1/48th **Price:** £12.95
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Injection Moulded Plastic, Resin & Etched Brass
Parts: Plastic 47, Resin 3, Etched 29, Acetate 1
Decal Options: 4
Manufacturer: Eduard M.A., 435 21 Obrnice 170, Czech Republic.
 Tel: 420 35 6118259
 Fax: 420 35 6118186
 Email: eduard@traveller.cz
Sample source: Four Plus UK & Hannants



Morane Saulnier Type I

Manufacturer: Eastern Express
Scale: 1/72nd **Price:** £4.95
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Injection Moulded Plastic
Parts: Plastic 26
Decal Options: 1
Source: Pol Models, 64 Cumberland Road, Acton, London. W3 6EY
 Tel: 0181 992 3822
 Fax: 0181 932 2238



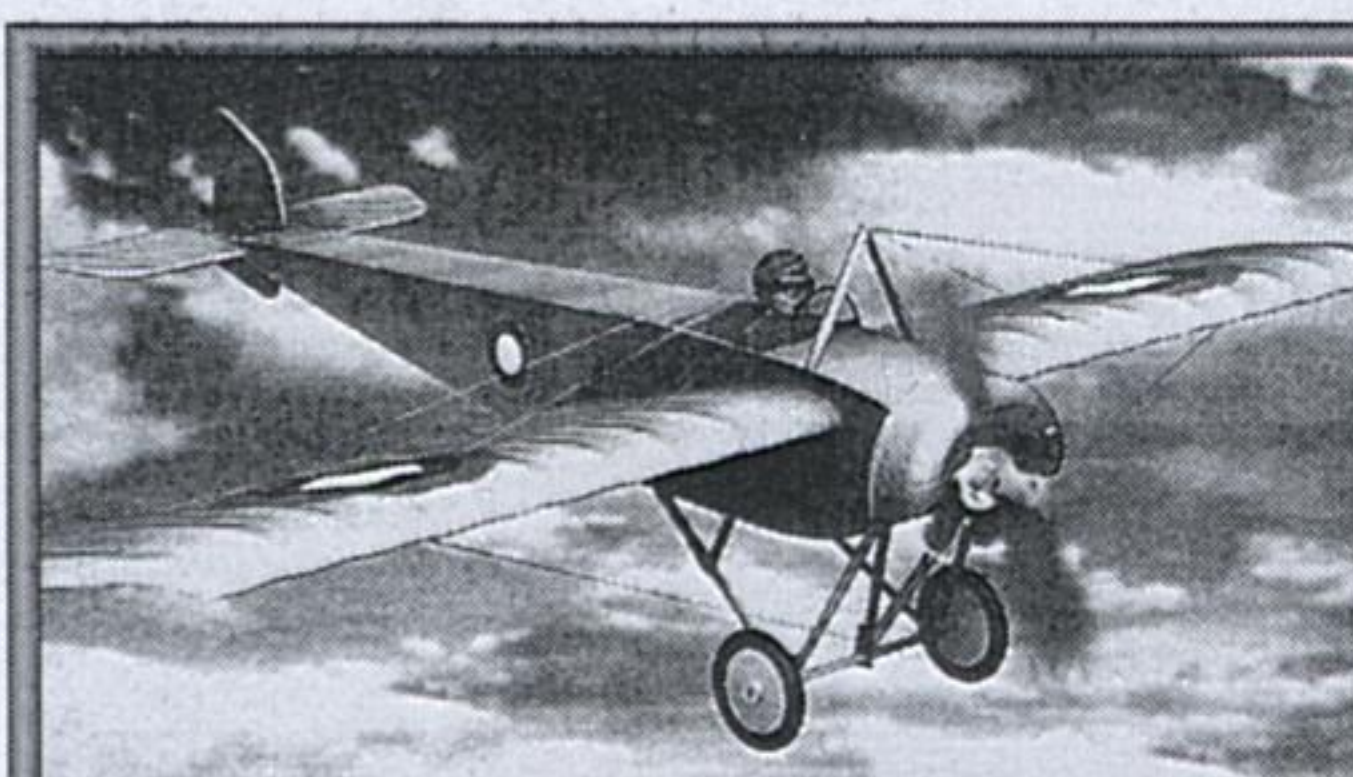
Douglas C-47

Manufacturer: Walthers
Scale: HO (1/87th) **Price:** \$TBA
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Injection Moulded Plastic
Parts: Plastic 40, Clear 6
Decal Options: 2
Options: DC-3 fuselage half included
Manufacturer: Wm K. Walthers Inc., 5601 W. Florist Avenue, Milwaukee, WI 53218, USA.
UK Source: None



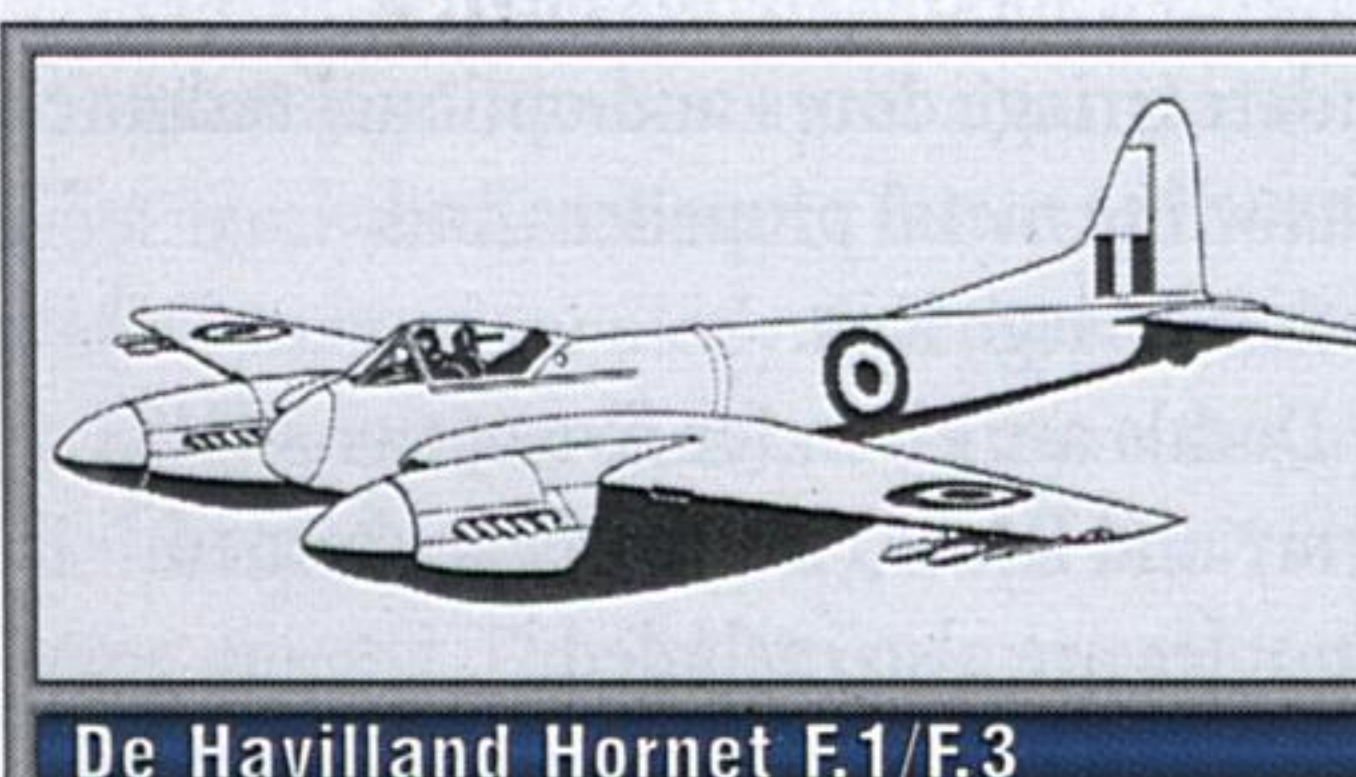
Halberstadt CL.II

Manufacturer: Blue Max
Scale: 1/48th **Price:** £21.99
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Limited Run Injection Moulded Plastic & White Metal
Parts: Plastic 26, Metal 29
Options: 2 styles of exhaust
Decal Options: 2
Manufacturer: Blue Max, Lancaster House, P.O. Box 50, Whitstable, Kent. CT5 2UX
 Tel: 01277 277569



Morane Saulnier Type G

Manufacturer: Maquette
Scale: 1/48th **Price:** £TBA
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Injection Moulded Plastic
Parts: Plastic 44
Decal Options: 1
Source: Pol Models, 64 Cumberland Road, Acton, London. W3 6EY
 Tel: 0181 992 3822
 Fax: 0181 932 2238



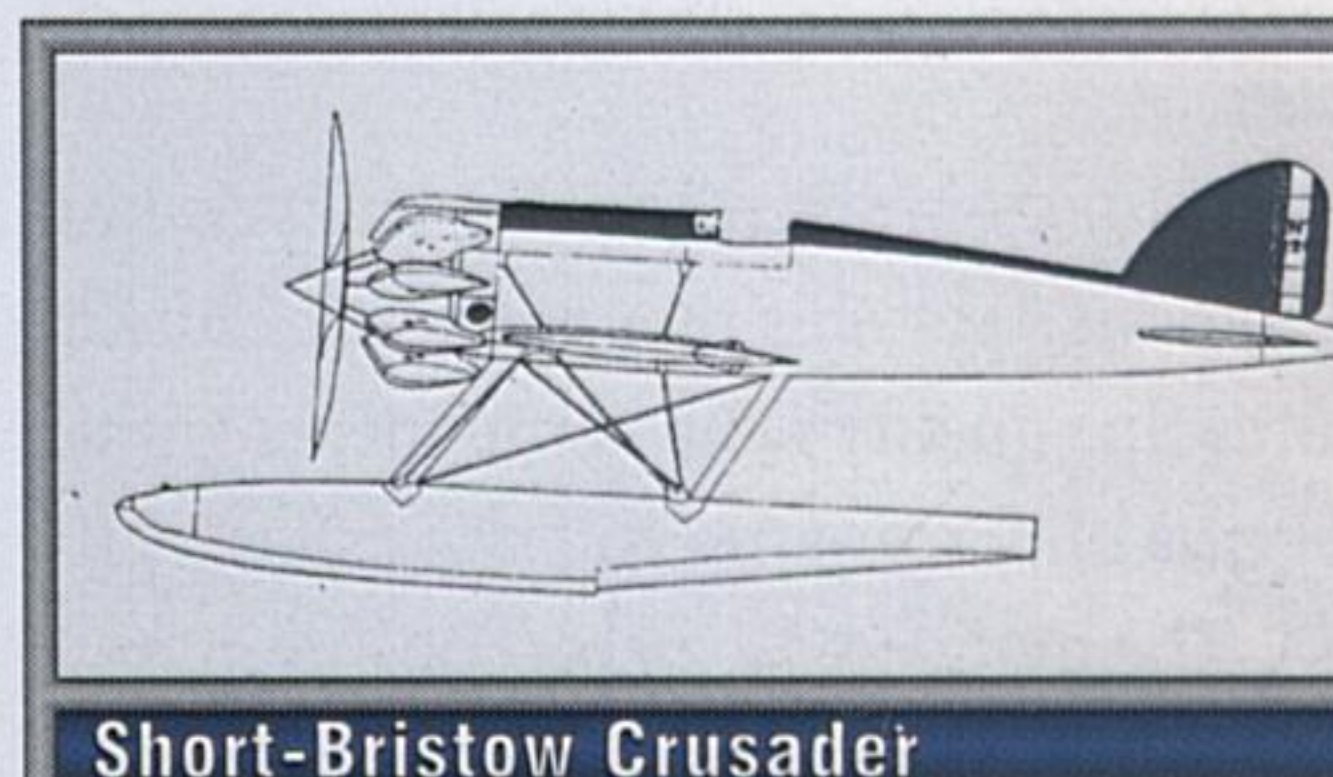
De Havilland Hornet F.1/F.3

Manufacturer: Dynavektor
Scale: 1/48th **Price:** £30.00
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Vac-formed Plastic & White Metal
Parts: Plastic 33, Metal 50, Clear 2
Decal Options: 3
Manufacturer: Dynavektor Systems UK Ltd., 32 Reading Road, Woodley, Reading, Berks. RG5 3DB
 Tel: 0118 962 8550
 Fax: 0118 962 8551



BMW 'Flügelrad' I 'V1

Manufacturer: Unicraft Models
Scale: 1/72nd **Price:** \$20.00
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Resin & Vac-formed Clear
Parts: Resin 16, Clear 1
Decal Options: N/A
Manufacturer: Unicraft Models
 P.O. Box 117, Nikolaev 327058, Ukraine.
 Tel: 0512 415 385
 Email: formail@cpmcent.nikolaev.ua (Add 'For user #325' in subject)



Short-Bristow Crusader

Manufacturer: Dekno
Scale: 1/72nd **Price:** £TBA
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Resin, Metal & Vac-formed Clear
Parts: Resin 17, Metal 4, Clear 1
Decal Options: 1
Manufacturer: Dekno, Avd. Princep d'Asturies, 21, 6 2a, 08012 Barcelona, Spain.
 Fax: ++ 34 93 415 23 08
 Email: albert@dekno.com
UK Importer: Hannants



Cessna A-37B Dragonfly

Manufacturer: Academy
Scale: 1/72nd **Price:** £4.99
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Injection Moulded Plastic
Parts: Plastic 109, Clear 6
Decal Options: 2
Manufacturer: Academy Plastic Model Co., Ltd., 273-64 Suyu-dong, Kangbuk-gu, Seoul, Korea.
 Tel: 82-2-908-7000
 Fax: 82-2-997-3003
Sample Source: Brigade Hobbies (See Advertisers Index)



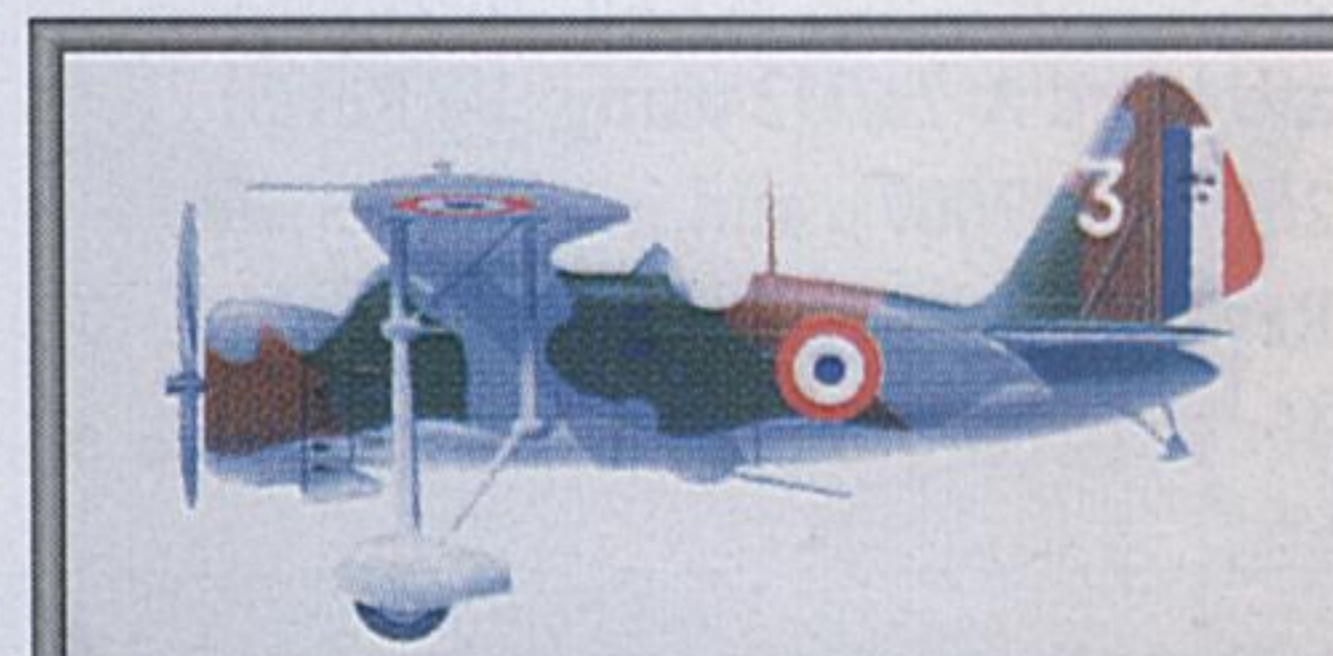
RAF SE5a

Manufacturer: Blue Max
Scale: 1/48th **Price:** £21.99
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Limited Run Injection Moulded Plastic & White Metal
Parts: Plastic 32, Metal 17
Decal Options: 2
Manufacturer: Blue Max, Lancaster House, P.O. Box 50, Whitstable, Kent. CT5 2UX
 Tel: 01277 277569



Bristol Beaufighter Mk VI 'Night Fighter'

Manufacturer: Tamiya
Scale: 1/48th **Price:** £17.99
Panel Lines: Recessed ✓
Status: Revised Tooling✓
Type: Injection Moulded Plastic
Parts: Plastic 111, Clear 11
Decal Options: 2 (No. 600 & No. 29 Squadrons)
Manufacturer: Tamiya Inc., 3-7 Ondawara, Shizuka-City, Japan.
UK Importer: Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD
 Tel: 01332 261721
 Fax: 01442 240647



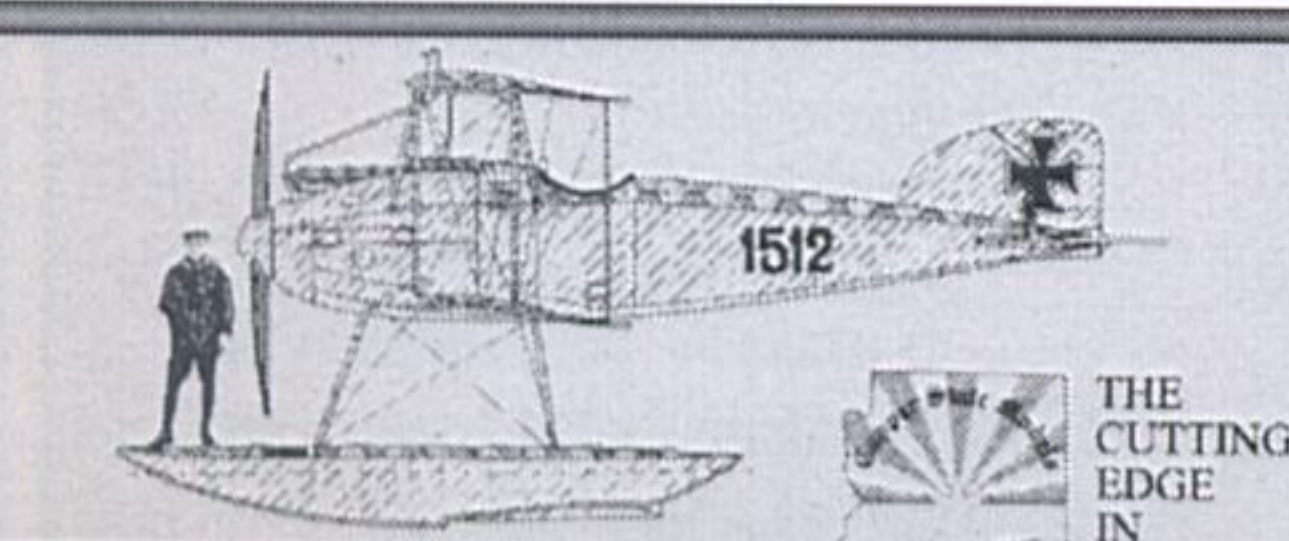
Loire 46

Manufacturer: Classic Resin Airframes
Scale: 1/48th **Price:** \$69.95
Panel Lines: Recessed ✓
Status: New Tooling✓
Type: Resin & Vac-formed Clear
Parts: Resin 74, Clear 2
Decal Options: 2 (Spanish & French)
Manufacturer: Classic Resin Airframes, Bringuier Aviation Products, P.O. Box 577580, Chicago, IL 60657-7580, USA.
 Tel: 773 327 6088
European Source: MPM s.r.o., V.Hodkovikach 2, 147 00 Praha 4, Czech Republic
UK Source: H.G.Hannant Ltd.



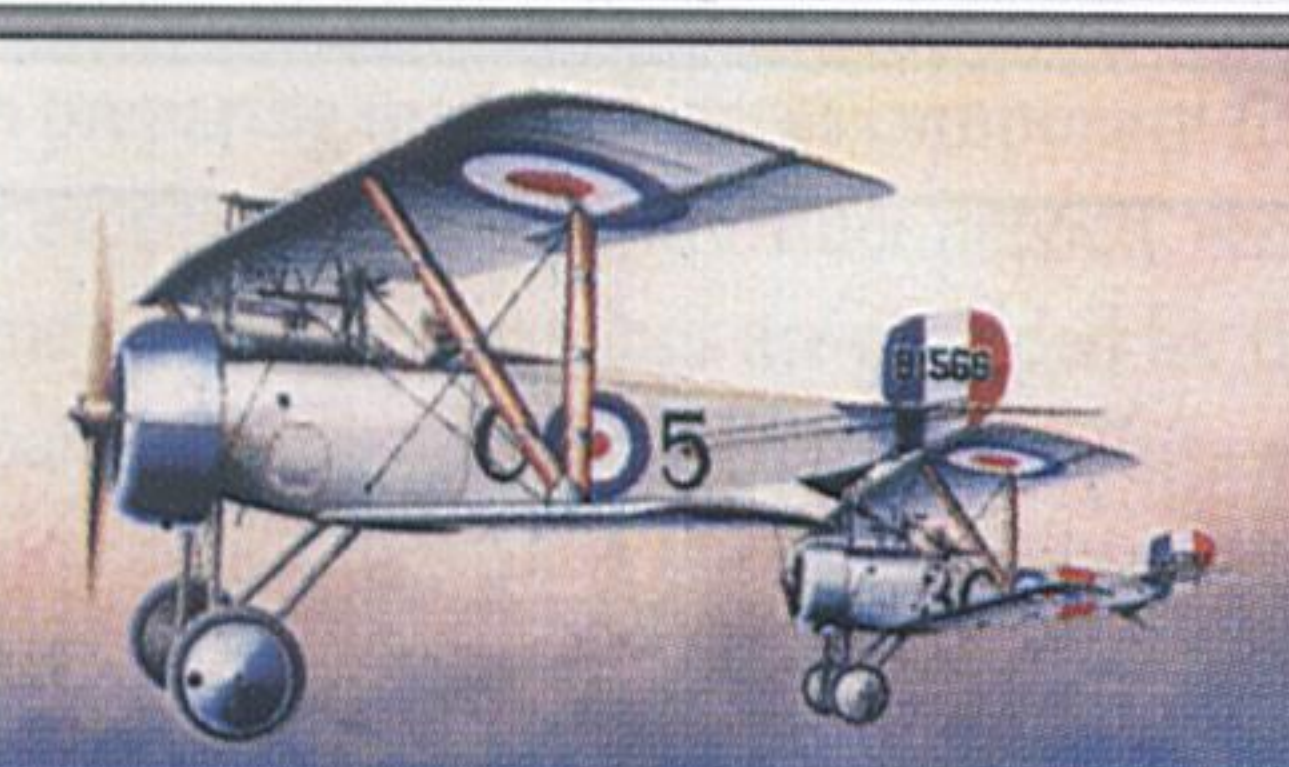
Siemens-Schuckert D.III

Manufacturer: Flashback
Scale: 1/48th **Price:** £14.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited Run Injection Moulded Plastic, Resin & Etched Brass
Parts: Plastic 28, Resin 18, Etched 47
Decal Options: 2
Manufacturer: Flashback (A.M.C.), PO Box 79, 274 01 Slany, Czech Republic.
UK Source: Four Plus UK & Hannants



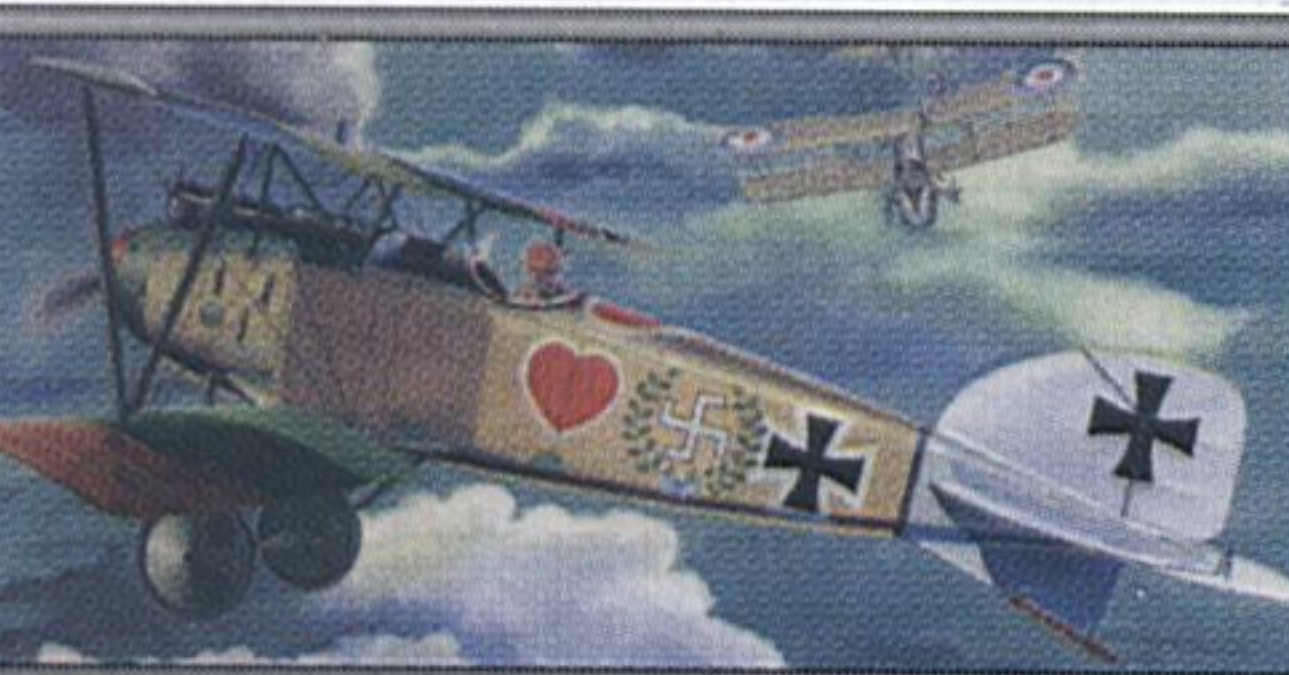
Albatros W4

Manufacturer: Copper State Models
Scale: 1/48th **Price:** \$73.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Etched Brass
Parts: Resin 10, Metal 21, Etched 83, Acetate 14 **Decal Options:** 1
Manufacturer: Copper State Models 3245 E. Hillery Drive, Phoenix, AZ 85032, USA
Tel: 602 867 8822
UK Source: Aeroclub



Nieuport Ni-17 'RFC'

Manufacturer: Eduard
Scale: 1/48th **Price:** £8.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 51, Clear 1
Decal Options: 2
Manufacturer: Eduard M.A., 435 21 Obrnice 170, Czech Republic.
Tel: 420 35 6118259
Fax: 420 35 6118186
Email: eduard@traveller.cz
Sample source: Four Plus UK



Albatros D.III 'ProfiPack'

Manufacturer: Eduard
Scale: 1/48th **Price:** £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic, Resin & Etched Brass
Parts: Plastic 52, Resin 4, Etched 31, Acetate 2 **Decal Options:** 4
Manufacturer: Eduard M.A., 435 21 Obrnice 170, Czech Republic.
Tel: 420 35 6118259
Fax: 420 35 6118186
Email: eduard@traveller.cz
Sample source: Four Plus UK & Hannants



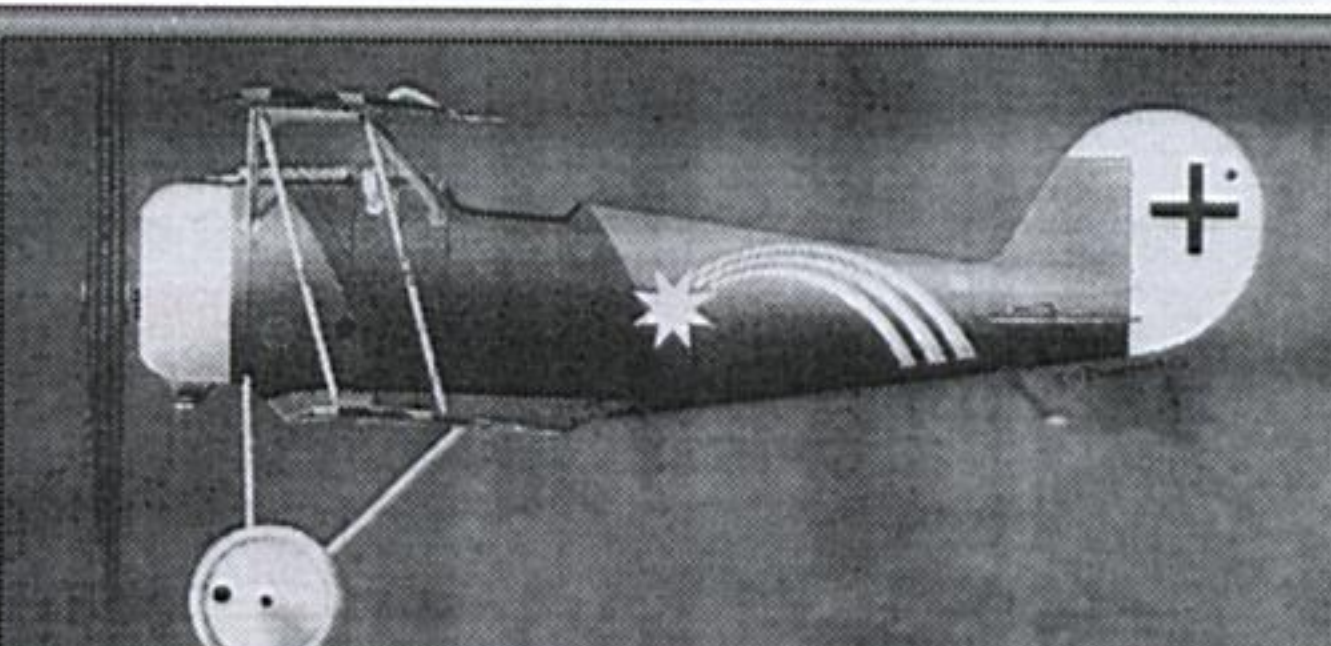
Morane Saulnier M.S. 406

Manufacturer: Classic Airframes
Scale: 1/48th **Price:** £19.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited Run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 35, Resin 36, Clear 1
Decal Options: 2
Manufacturer: Classic Airframes, Bringuier Aviation Products, PO Box 577580, Chicago, IL 60657-7580, USA. **Tel:** 773 327 6088
UK Source: Hannants



Yak-3 'ProfiPack'

Manufacturer: Eduard
Scale: 1/48th **Price:** £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic, Resin & Etched Brass
Parts: Plastic 49, Resin 2, Etched 52, Clear 6
Decal Options: 4
Manufacturer: Eduard M.A., 435 21 Obrnice 170, Czech Republic.
Tel: 420 35 6118259
Fax: 420 35 6118186
Email: eduard@traveller.cz
Sample source: Four Plus UK & Hannants



Pfalz D.VIII

Manufacturer: Tom's Modelworks
Scale: 1/48th **Price:** \$25.00 (plus shipping)
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, Metal & Etched Brass
Parts: Resin 8, Metal 20, Etched 220
Decal Options: 3
Manufacturer: Tom's Modelworks, 1050 Cranberry Drive, Cupertino, CA 95014, USA.
Tel/Fax: 4(408) 777 TOMS
Email: tomsmodelworks@worldnet.att.net



I.A.R. 80A

Manufacturer: MPM
Scale: 1/72nd **Price:** £7.50
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited Run Injection Moulded Plastic, Resin & Etched Brass
Parts: Plastic 30, Resin 22, Brass 18, Acetate 1, Clear 1
Decal Options: 3
Manufacturer: MPM s.r.o., V.Hodkovich 2, 147 00 Praha 4, Czech Republic
Tel: +42 2 402 26 73, +42 2 402 25 53 or +42 2 402 64 32
Fax: +42 2 402 25 52 or +42 2 402 25 54
Email: office@mpm.cz or export@mpm.cz
Sample Source: Hannants

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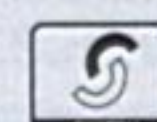
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Sea Fury Racer 'Critical Mass'



Technical Data

Manufacturer: High Planes Models
Scale: 1/72nd **Status:** New Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: N/A **Price:** £TBA
Type: Limited-run Injection Moulded Plastic, White Metal & Vac-formed Clear
Parts: Plastic 26, White Metal 8, Vac-formed Clear 1
Decal Options: 1
Manufacturer: High Planes Models, 127 Wheeler Street, Corryong, Victoria 3707, Australia.
 Fax: 00 61 260 76 1843
 E-mail: hiplanes@corryong.albury.net.au
 UK Source: Hannants

The Kit

The main components are moulded in High Planes' usual light blue plastic, with finely engraved detail. On first inspection there seems to be a substantial amount of flash. However, once cleaned up even the smallest parts are usable, and provided you take care in preparing mating surfaces component fit is excellent with very little filler needed. Very fine white metal castings are provided for the main landing gear legs and braces, tailwheel and control column. A spare plastic instrument panel and cockpit bulkhead and superfluous standard tailwheel and arrestor hook suggest a 'stock' Sea Fury may be somewhere in High Planes' future plans. A superbly clear vac-formed canopy completes the components count.

Instructions

Two sides of A4 with brief (far too brief if you are a novice to short-run kits) assembly instructions, exploded view and four-view painting/decal placement guide. You could certainly complete the model on the strength of the instructions, but I found additional references invaluable.

Construction

Assembly begins with the cockpit interior, comprising a floor with side consoles, seat, rear bulkhead, instrument panel and control column. I painted the interior light grey, and added harness straps from painted masking tape. I removed the moulded-on tailwheel doors from the fuselage halves to make cleaning up of joints easier, later replacing them with scratchbuilt items from Plasticard. The instructions suggest that before joining the fuselage sides the 'engine' (actually just a top-hat-on-its-side shape) should be installed. Warning: it may need an extension from surplus sprue to end up correctly flush with the forward face of the cowl. It definitely does need extending, but I preferred to use disks of 30-thou Plasticard to shim it out. I centre-drilled this 'engine' for

a propeller shaft rather than the suggested butt-joint for the prop, and to provide a means of holding the model while painting. Seeing no way to sand the open cowling face to a true circular section if this 'engine' was in place, I first joined the fuselage halves, then inserted the 'engine' from underneath through the large hole where the wing later goes, fixing it with five-minute epoxy to allow time for adjustment. The carburettor air intake atop the forward cowling needed filler and careful blending in. The wing is supplied with a single-piece lower section which includes the main landing gear bay, and separate upper halves. Essential preparation was to clean out the leading-edge intakes and insert Plasticard backing plates to avoid 'see through', and to drill mounting holes for the gear legs. The wing/fuselage joint is very good, requiring just a smidgen of filler at the lower front. Critical Mass has airfoil-shaped fences immediately outboard of the wingroot intakes. The instructions suggest cutting Plasticard to the aerofoil profile of the wing at this point, gluing in place and then sanding the card to the correct external shape. This seemed hit-or-miss and unlikely to produce a satisfactory result. Much simpler, I found, to make a razor saw cut alongside the intake on each side, cut a piece of five-thou Plasticard to the correct outer profile, then slip it in place in the slot. It worked perfectly. Since the fences are polished in natural metal, I covered the five-thou card with Bare Metal Foil and left the fences off until after painting. Tailplanes are a simple butt-joint. The four-blade propeller comes in one piece and needs some cleaning up around the blade root ends. That leaves the canopy. Ah, yes, the canopy. Critical Mass has a low-profile canopy that incorporates a long metal fairing to the rear, 'Fw 190-style', fitting tightly flush to the rear turtledeck area. The supplied canopy is very clearly marked for cutting. To achieve the flush fit High Planes suggests laying the trimmed canopy over the assembled fuselage, marking carefully around the edge, then 'removing a tad of plastic' to accept the edges of the

canopy. This I did, using a new scalpel blade to scrape a 'gutter' into which I hoped the thin edges of the vac form canopy would fit seamlessly. I have to confess that, either through misinterpretation of High Planes' instructions or incompetence, I was not entirely successful. The canopy remained slightly proud, and being acetate, I could not easily blend it in by sanding as I might have done with an injection-moulded canopy. Two solutions present themselves: cop out by separating the canopy from windscreen and showing it slid back, or remove all of the fuselage rear decking down to canopy rim level and simply attach it on top of, rather than over, the fuselage. Either way, the canopy needs to have a bulkhead added where transparent/metal sections meet.

Accuracy

With its clipped wings, new tail surfaces and Pratt & Whitney R-2280 engine, Critical Mass is very different from the Sea Fury T.20 it once was. I have no full-size dimensions with which to compare the kit, but the finished model's proportions look exactly right against photographs of the real thing.

Colour Scheme

Critical Mass is finished in a spectacular scheme of overall red (approximately F.S. 11303 according to High Planes) with black and white trim. After priming with matt white I airbrushed the entire airframe Humbrol 220 (Ferrari Red), which proved a very close match to photographs of the full-size machine. Most of the trim is supplied in decal form, but the black wing, tailplane and fin leading-edges and tips and the engine cowling must first be painted. I used frisket film laid over the decal sheet to cut accurate masks for the colour lines before spraying Humbrol 21 (Gloss Black). Bare Metal Foil was used for the canopy bow frame and the panels aft of the exhausts.

Decals

Apart from some of the black trim, as indicated above, first-class decals are provided for all of Critical Mass's extensive decoration, including sponsor Taco Bell's logos, race numbers, black/white fuselage

side stripes and titles and all the white striping for cowling and flying surfaces. I believe that on the full-size aircraft, the white lines are outlined in blue pinstripes of perhaps one-eighth of an inch in width, but these are not provided and would in any case be barely discernible in this scale. I was pleased to see that High Planes had reproduced the inscriptions of the names of Critical Mass's support crew to go on the port landing gear main door (though not those for the starboard side). However, I noticed that the shape of the extensive block of lettering did not follow that of the full size example. Examination with a jeweller's glass (well, we all get our kicks in different ways....) quickly revealed why. Instead of reproducing the names, High Planes has used this decal to make a political statement about Aboriginal land rights - a modelling equivalent of those subliminal images and messages that have been incorporated into videos and audio tapes. What next, the anti-fox hunting lobby manifesto hidden among Hunter stencil sets? The decals are thin and sharp, went on easily and adhered well with setting solution needed only on some of the compound curves around the cowling. Some touching-in was needed on the white trimlines, which also proved slightly translucent over the red paint, especially along the fuselage sides, something I should have anticipated.

Decal Rating = 9/10

Conclusion and Recommendation

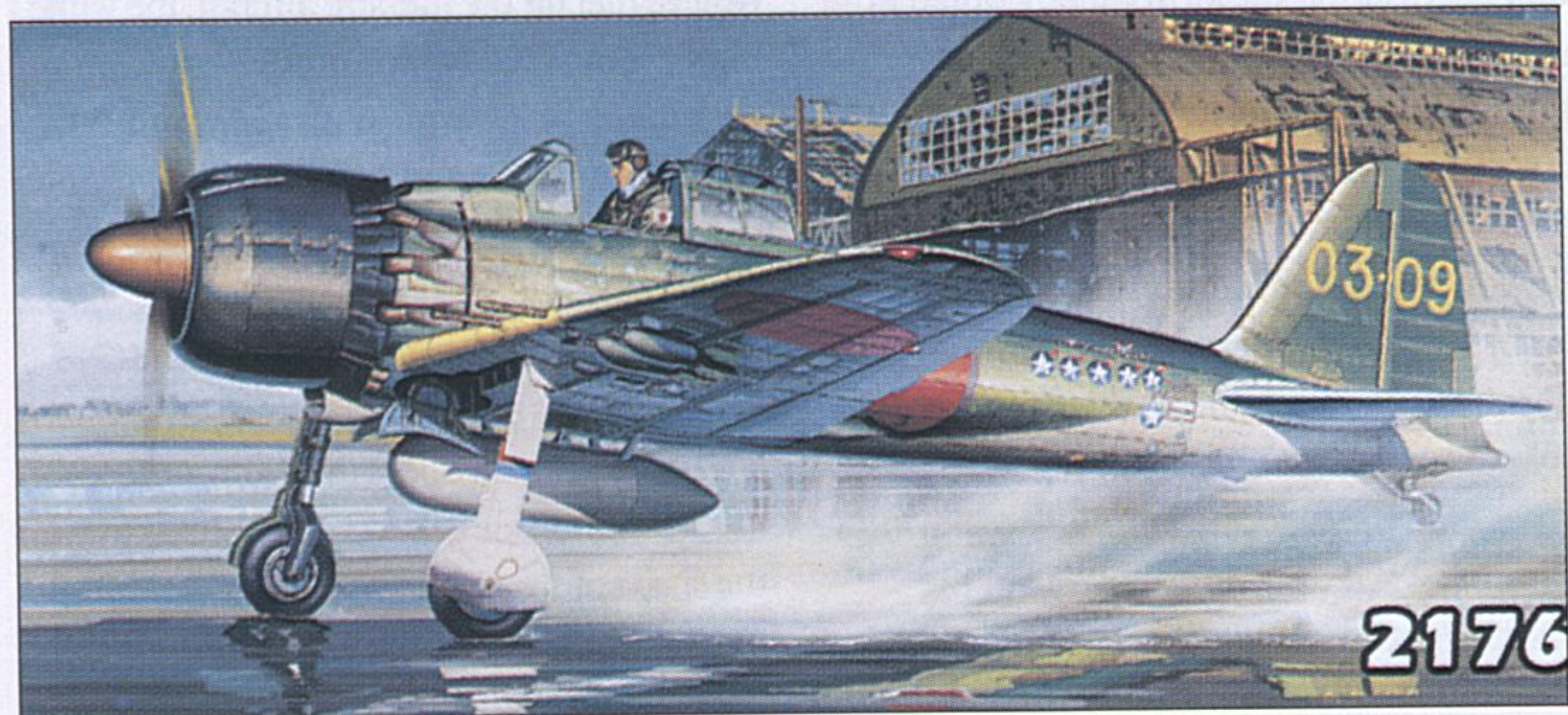
Provided you take care in preparing the components, this kit goes together as well as many mainstream offerings, and far better than some short-run and resin kits. The end result, apart from its obvious attraction to air racing fans, would make an eye-catching addition to any Sea Fury or Hawker fighters line-up. Courtesy of Scale Aviation Modeller International I have now had an opportunity to build both of the racers so far released by High Planes. I am eager for more, soon please.

My thanks to High Planes Models for the review sample.

Mike Gerram



Mitsubishi A6M5c Zero Type 52c



Technical Data

Manufacturer: Academy **Scale:** 1/72nd
Status: New Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: Raised ✓
Price: £4.99
Type: Injection Moulded Plastic
Parts: Plastic 54, Clear 4
Options: Drop tanks and 30kg bombs
Decal Options: 2
Manufacturer: Academy Plastic Model Co., Ltd., 273-64 Suyu-dong, Kangbuk-gu, Seoul, Korea.
 Tel: 82-2-908-7000
 Fax: 82-2-997-3003
 UK Importer: Toyway

The Kit

When this kit was first announced by Academy, I must admit my first comment was "do we really need another 1/72nd scale Zero?" I have, since the release of the new Hasegawa Zeros, firmly believed that at last we had a model of this aircraft that would never need superseding. When I learnt that the new Academy offering was of a type (52c) which had never been modelled in this scale I did say to myself "well maybe one more will do nicely!"

The Type 52c was what could be termed as the last major version of the venerable Zero line (there were others, the A6M7 for example). Hasegawa has produced the Type 52 but only in its earliest form and Academy's model differs in many subtle ways.

The kit is moulded in what appears to be the industry standard light grey plastic that I personally like. There are a total of 50 parts in this grey plastic and a further 4 parts in clear plastic. The surface detail is engraved and the quality of the mouldings quite superb!

Instructions

These are clearly laid out in eight

individual stages that are easy to follow.

Construction

Stage 1 in the assembly instructions deals with three sub components, the engine, cowl and cockpit interior. None of these areas present any real problems except for the cowl, which is divided into three sections and requires a little care to assemble (Hasegawa managed this area in one).

The next sequence is the assembly of the fuselage. The interior is added and painted along with the other items from stage 1. Work then progresses to the wings and propeller. This is the only area where I found it necessary to use filler. The joint between the lower trailing edge of the wing and the fuselage is not very good at all and will need some attention. The instruction sheet recommends that the

prop be added at this stage. However, I always prefer to leave mine off in case of damage. The final four stages pass very quickly and before you know what has happened you have a finished Zero awaiting its paint job.

Accuracy.

Now this is where it gets interesting! Much is made of dimensional accuracy, and here I am pleased to say that Academy's Zero Type 52c measures up superbly! So it's accurate? NO! At this stage, I am afraid I have to come clean. This kit, to modellers of Japanese types and Zero fanatics in particular will be a bitter disappointment.

So where do the faults lie? Let's deal with the four biggest errors first.

- 1. If this model is looked at head-on the first error jumps at you straight away, the dihedral! The dihedral on this kit would not look out of place on a Ju 87 Stuka. It's far too much!
- 2. The canopy centre section is totally missing its blown shape. It's flat on top, not a curve in sight.
- 3. The cowl is too narrow and too parallel, again it just looks totally wrong.
- 4. The tailwheel is at a very strange angle.

Added to these major problems are a host of other smaller errors, some omissions and some features that should not even be present on this type! All of which are too numerous to cover within the context of a review.

Colour Options

Two options are given with this kit, an aircraft of the 203rd FG flown by Takeo Tanimuzu (this is a well-documented aircraft), the other is from the 302nd FG. Both aircraft are finished in the standard late war grey lower surfaces and green upper surfaces. Of note here is the fact that Tanimuzu's aircraft is a Nakajima-built aircraft, and the Zero from the 302nd is a Mitsubishi-built aircraft, so the colours will be slightly different.

Decals

The decals are of good quality and sit well when using the normal application methods.

Decal Rating = 9/10

Conclusion and Recommendation

This is a model that I am afraid I could not recommend to the serious builders of Japanese types due to the many inaccuracies. To build a better A6M5c it would be wiser to alter the Hasegawa A6M5. If, however, you want a cheap model for a non-enthusiast then this is an easy-to-build kit. With the wealth of reference material around and more importantly real aircraft around it is difficult to see why Academy have made so many errors.

My thanks to Academy for the review sample.

Peter Fearis



VL Pyry

Technical Data

Manufacturer: Broplan
Scale: 1/48th
Price: £ TBA
Type: Vacformed
Parts: Plastic (Vac) 44, Clear (Vac) 1
Decal Options: N/A
Manufacturer: Broplan, ul. Pilotów 10G/33, 80-460 Gdansk, Poland.
 Fax: 048 58 5565919
 UK Source: Aeroclub & Andy Pack Models

The Kit

The VL Pyry is another kit of an aircraft that I was not familiar with. The kit is vac-formed in white plastic and, unlike previous offerings, is of a reasonably thick plastic. All panel lines are recessed but some are not very accurate and in places disappear altogether.

Instructions

The instructions are this manufacturer's standard double-sided A4 sheet. One side contains a series of plans with colour markings for a Finnish Air Force aircraft,

but no date or unit information. The colours are named with English translations and details for mixing suitable Humbrol paints. The reverse side has an exploded diagram, part-location diagram and a detailed assembly for the cockpit tub.

Construction

Construction is normal for a vac-formed model and starts with the internal floor and cockpit area. This is one of the best examples I've seen in a vac-form. It is very tricky as the complete tub frame has to be

cut out from the vac-form, but it gives a super interior and looks good on its own. The main assembly also has a spar section which passes through the fuselage, on which to mount the wings. This gives a very firm basis for construction with only one snag. That wonderful cockpit tub is about 2mm too wide to fit inside the fuselage so some surgery is required! The nose and engine sections were then added, although the engine is just a basic outline. The cockpit glass area and side windows all have to be cut out and replaced later with the clear vac-formed

canopy which fitted well, but again only one is supplied, so beware. There are three options when it comes to the undercarriage, which is fixed. Firstly exposed wheels, then Stuka-style spats and finally snow shoes. I chose the spats which only required a slight application of filler to blend them into the main legs.

Accuracy

The completed model measured 157mm long with a span of 207mm, whereas the dimensions given on the instruction sheet of 7.70m by 9.80m would scale to 160mm by 204mm, so the finished model was pretty close.

Colour Options

Only one colour option is given on the instruction sheet for the Finnish Air Force



and it's not for the weak stomached, being a combination of orange and lime green. A

sample number is given but no unit or date details. I had no other sources for

this aircraft so completed it in the suggested scheme, although the Finnish decals I used do appear smaller than those on the plans.

Decals

No decals are included in this kit.

Conclusion and Recommendation

Overall this kit is a reasonable vac-form but again I suspect it is of limited appeal. It does build up well and required very little filler. Recommended for the dedicated Finnish Air Force followers and collectors of the esoteric.

My thanks to Broplan for the review sample.

Paul G. Gilson

Nieuport 11 Bebe



Technical Data

Manufacturer: Toko **Scale:** 1/72nd
Price: £4.50 **Type:** Injection Moulded Plastic
Status: New Tooling **Decal Options:** 5
Panel lines: Engraved **Parts:** Plastic 40
Manufacturer: Toko, Experimental Industrial Technologies Plant JNT STK, 46, Mashinobudivna, 252180, Kiev, Ukraine.
UK Importer: Pocketbond Ltd. PO Box 80, Welwyn, Herts. AL 6 0ND
 Tel 01707 391509

The Kit

Toko are certainly making an impact in the WWI stakes and one of the early Nieuports must be top of many people's wish lists. What you get for your £4.50 are two sprues, with some rather finely moulded parts, and a large sheet of decals. The panel lines and wing ribs are not overdone, although the binding on the interplane struts is rather heavy, and there is an attempt, not too bad, to provide surface texture on the wings. There is some flash, especially on the finer parts which are very fine indeed, and I found it impossible to detach the machine-gun mount from the sprue without breaking both delicate pieces.

Instructions

The instructions are printed in Ukrainian, German and English, and are in the form of an eight-sided pamphlet. There is a diagram of the location of parts on the sprues, and the final three pages of the booklet are given over to the colour schemes. The instructions are clear with no ambiguities, and the colours are given by Humbrol number.

Construction

This really is an extremely straightforward

kit, and construction poses no problems (apart from the fragility of some of the components). Construction starts with the Le Rhone engine, which you could perhaps replace with an Aeroclub example, and then moves onto the cockpit. The cockpit consists of a seat, rudder bar and control column. This may seem sparse, but then the cockpits of these machines were. These are attached to the lower wing moulding which also includes the cockpit floor. You could add an instrument panel, and perhaps the throttle quadrant. The cockpit framework is moulded onto the fuselage sidewalls, and benefits from highlighting by dry-brushing. The fuselage halves went together well and required very little cleaning up. One thing that did puzzle me was the fuselage seeming to have the windscreen moulded onto it. I carefully cut this off with the trusty X-Acto, and replaced it with clear sheet after the painting stage. The interplane struts fit with no problems, and the top wing also fits with no trouble, with well defined location holes for the struts. You might, as I did, want to leave fitting the top wing until you have painted and decalced the aircraft. National insignia are applied to both sides of the top wing, which is difficult if you have already attached it. I also left the rudder off until it had been painted and decalced.

Colour Options

Toko give you no less than five options: two Russian, including Aleksandr Kazalov's death's head machine, one French (Georges Guynemer's "Vieux Charles"), an American machine from the Escadrille Lafayette,

fitted with Le Prieur rockets, and a Ukrainian Air Force example from 1919. All of these machines, bar the Lafayette one, are finished in the standard Nieuport scheme of silver dope and polished metal panels. I decided to finish mine in the Ukrainian scheme, partly because I did not have any Ukrainian aircraft, and partly it seemed appropriate, as Toko are a Ukrainian firm. The bulk of the aircraft is finished in Humbrol Silver (11), and the engine panels and cowling in Xtracolor Natural Steel (X502). The wooden parts (struts and tailskid) are finished in Revell SM 382 (Wood Brown) dry-brushed over Humbrol satin cream (71). All in all, a very straightforward paint job.

Decals

The decal sheet is large, and provides three sets of national insignia (French, Russian and Ukrainian) plus individual markings for each aircraft, such as Kazakov's death's head, or Guynemer's "Vieux Charles", along with the works number for each machine. The decals are commendably thin, and went on with no

problems, aided with a little Micro Sol and Micro Set, topped with a thin coat of satin varnish.

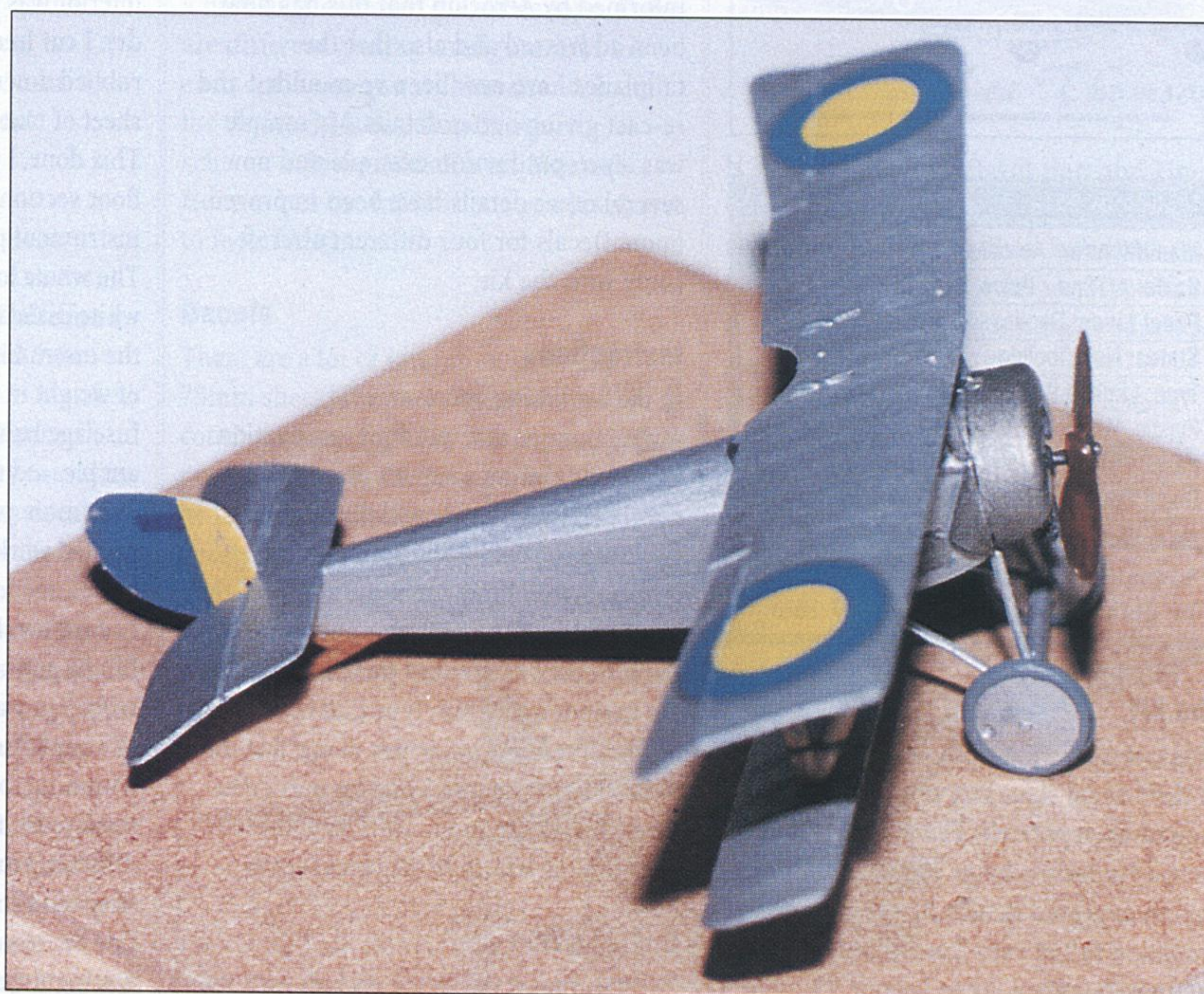
Accuracy

The kit matches published dimensions very closely in most respects; there are, however, two problems that struck me. The upper wing sweepback seems to be not quite swept enough, although I'm not sure if this is just me. The lower wing is underspan by over a scale foot, and really does require correction. Nevertheless, Toko's model captures the frail appearance of this tiny fighter well.

Conclusions

A superb kit. Toko have slotted very well into the Airfix/Revell price bracket offering high quality kits. This kit is to be strongly recommended. In fact, buy five, to model all of the options. I cannot wait for the 1 1/2 Strutter or the Hansa-Brandenburg's.

Charles Dnsley



Bell UH-1H Huey 'SAR'



Technical Data

Manufacturer: AeroPlast **Scale:** 1/72nd
Price: £TBA
Type: Injection Moulded Plastic
Parts: Plastic 72, Clear 12
Decal Options: 1
UK Source: POL Models.
 Tel: 0181 992 5106 Fax: 0181 932 2238

The Kit

This kit is based on AeroPlast's previously issued armed version of the single-engined UH-1D. Although a dedicated S.A.R. machine, it still includes the weapons set on the same sprue as the engine covers, nose and other parts which distinguish it from the twin-engined AB 212/UH-1N, also previously issued by this company. It is cleanly moulded in light grey plastic and most of the engraved surface detail is quite fine, with the exception of the over-sized rivets on the tail boom.

Instructions

The instructions consist of a single A4 sheet with the introduction, painting and

decalling guide on the front, and four exploded-view construction stages on the reverse. All the drawings are simple and clear and include colour references for the detail painting and a key to the appropriate Humbrol paint numbers.

Construction

The whole construction process is very straightforward and the parts are all fairly simplified in appearance. The rotor head, for example, is a little too thick for complete accuracy and the interior detail just serves as a representation.

The actual fit of parts is surprisingly good throughout most of the construction, especially the centre-line join of the fuselage and tail boom. The engine bay sits snugly on top of the cabin roof, but the fit of the exhaust plate at the rear leaves a gap where it should meet with the top of the fuselage and the root of the tail. The cabin doors take a little bit of effort to place correctly, but it is around the nose that the biggest problem occurs. The cabin and cockpit doors are all moulded in clear plastic to avoid the necessity of having to fit separate windows. With these doors and the windscreen glued into place and the top and bottom halves of the nose joined together, it should have been easy to attach the nose to the front of the fuselage. However, matching up the top of the nose to the bottom of the windscreen left a considerable gap where the underside should have fitted flush to the fuselage, and filler is required.

Accuracy

The overall look of the finished model captures the lines of the real machine, but some of the oversized detail lets it down. Compromises have been made in the moulding so that the 'twin Huey' can be built from the same fuselage but with different engine covers and nose. The scale dimensions, according to the World Encyclopedia of Civil and Military Helicopters, are all very close; the main rotor diameter, for example, is only 0.05 inches short of the correct scale length of 8 inches, and the same is true of the fuselage length.

Colour Options

The only colour option given is for the German Special Search and Rescue scheme. This is overall white with broad black, red and yellow bands running around the main fuselage, and the same three colours along the tail. I used Halfords car paint to achieve a bright white that won't 'yellow' with age.

Decals

There are only nine decals on the sheet providing the coloured bands on the

fuselage and the identification number and insignia on the tail boom. There is no stencilling. Depth of colour and clarity of printing are good on a thin carrier film with a satin finish. They conform reasonably well to the contours of the model as they dry, but the large three-colour bands which wrap around the fuselage can't easily follow the curves. They have to be split and trimmed in various places to get them to lay flat.

Decal Rating = 7/10

Conclusion and Recommendation

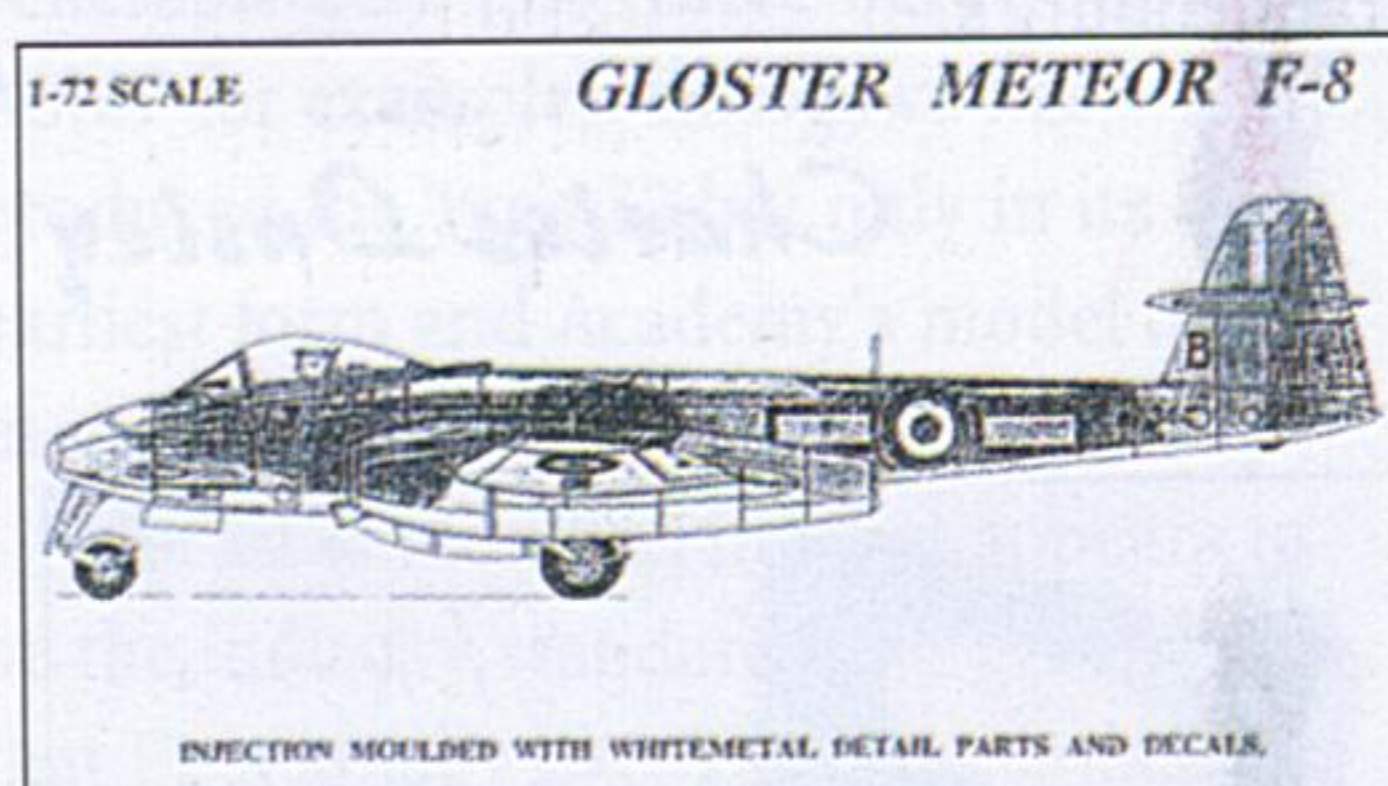
There are better and more accurate kits of the 'Huey' available in this scale, though not with these colourful markings. The simplicity of construction and the over-scale thickness of many of the parts make it more robust than its competitors and perhaps more suitable for younger modellers to build and play with. However, I cannot recommend it for the 'serious' modeller looking for accuracy.

My thanks to Pol Models for the review sample.

Fred Tooke



Gloster Meteor F Mk 8



Technical Data

Manufacturer: Aeroclub
Scale: 1/72nd **Price:** £15.50
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited Run Injection Moulded Plastic, White Metal & Vac-formed Clear
Parts: Plastic 14, Metal 28, Clear 2
Decal Options: 3 (No.616, 504 & 66 Sqn.)
Manufacturer: Aeroclub, 5, Silverwood Avenue, Ravenshead, Nottingham. NG15 9BJ
 Tel: 0115 967 0044 Fax: 0115 967 1633

The Kit

This latest offering from Aeroclub comes in their usual stout box and everything is bagged up separately. The plastic pieces are cast in brown/beige plastic and display superb engraved details. There is a bag crammed full of very fine white metal castings that are a joy to behold. There is some minor flash and casting gates to be

removed, but this is not a big job. The two vac-formed canopies supplied are not to Aeroclub's usual high standard. I was informed by Aeroclub that this has now been addressed and also that the tailplanes have now been re-moulded and re-cast giving better details. My sample was a pre-production example and now several other details have been improved upon. Decals for four different aircraft come with the kit.

Instructions

In the beginning, there were no instructions as this was a pre-production example. I did get a superb painting and decal placement guide and that was all. Upon talking over a few points with Aeroclub, they kindly sent me a copy of the instructions. Thus I am able to report that the instructions are very clear and are of the exploded-diagram type that include lots of useful notes to guide you along. Just the paint colours are given, and no particular paint manufacturer is mentioned, this choice being left up to the constructor.

Construction

Construction starts in the cockpit with the floor, several other plastic parts and some

delightful metal castings. These all need a little cleaning up. The metal Martin Baker Mk.2 ejection seat was painted black with olive seats and the seat belts in a tan colour. The belts are so well defined that it was pointless adding brass ones! The floor and interior was painted black and set aside to dry. I cut free the two fuselage halves and rubbed down the mating surfaces on a sheet of taut wet 'n dry to get a good fit. This done, I glued into place the completed floor section and added the well detailed instrument panel, which is a metal casting. The whole lot was then painted black, with white dials added to the raised details of the instrument panel. After adding plenty of weight in the nose, I joined the two fuselage halves together. A perfect fit here I am pleased to say. The two wing halves were more problematical! The metal inserts needed work on them and then the wing halves needed much filing and trimming to fit together. Even then, I had to use filler to fill the gaps. But I found that the fuselage to wing join was perfect with not even a trace of a gap! The tailplanes needed much trimming to the locating tabs to even get them to fit; this was more fiddly than difficult. I drilled out the four 20mm Hispano cannon ports in the nose using a fine bit. Now, onward to lots of lovely metal casting! I cleaned up all the main undercarriage legs, doors, main wheels and

the nose wheel unit. The main wheels fit onto the main undercarriage legs and these need careful cleaning up. I painted the legs and wheel hubs using Humbrol Metalcote Polished Aluminium with Tyre Grey for the rubber tyres. I did the same to the nose wheel unit. All the wheel wells were also painted in Metalcote. The main wheels were superglued to the legs and then all the undercarriage was glued in place. Next all the cast metal undercarriage doors were glued in position. I added the metal underwing pylons for the auxiliary fuel tanks next and then made up the two tanks from the plastic parts. I glued these two 100 gallon tanks into place and then added the large centreline 180 gallon tank. The exact location of this and, the other auxiliary tanks is not over clear, and you must refer to the scale drawings and to other references to get it right. A bunch of small and delicate castings is added next, with care! Not included are the two upper fuselage antenna parts, so I used some brass rod and wire here. Last of all, I cut out and added the vac-formed cockpit canopy, fixing it in place with Clearfix. I used only a small amount of filler in the building of this model, a real surprise given that it was both a limited-run kit as well as a test shot!

Accuracy

According to my references the Gloster

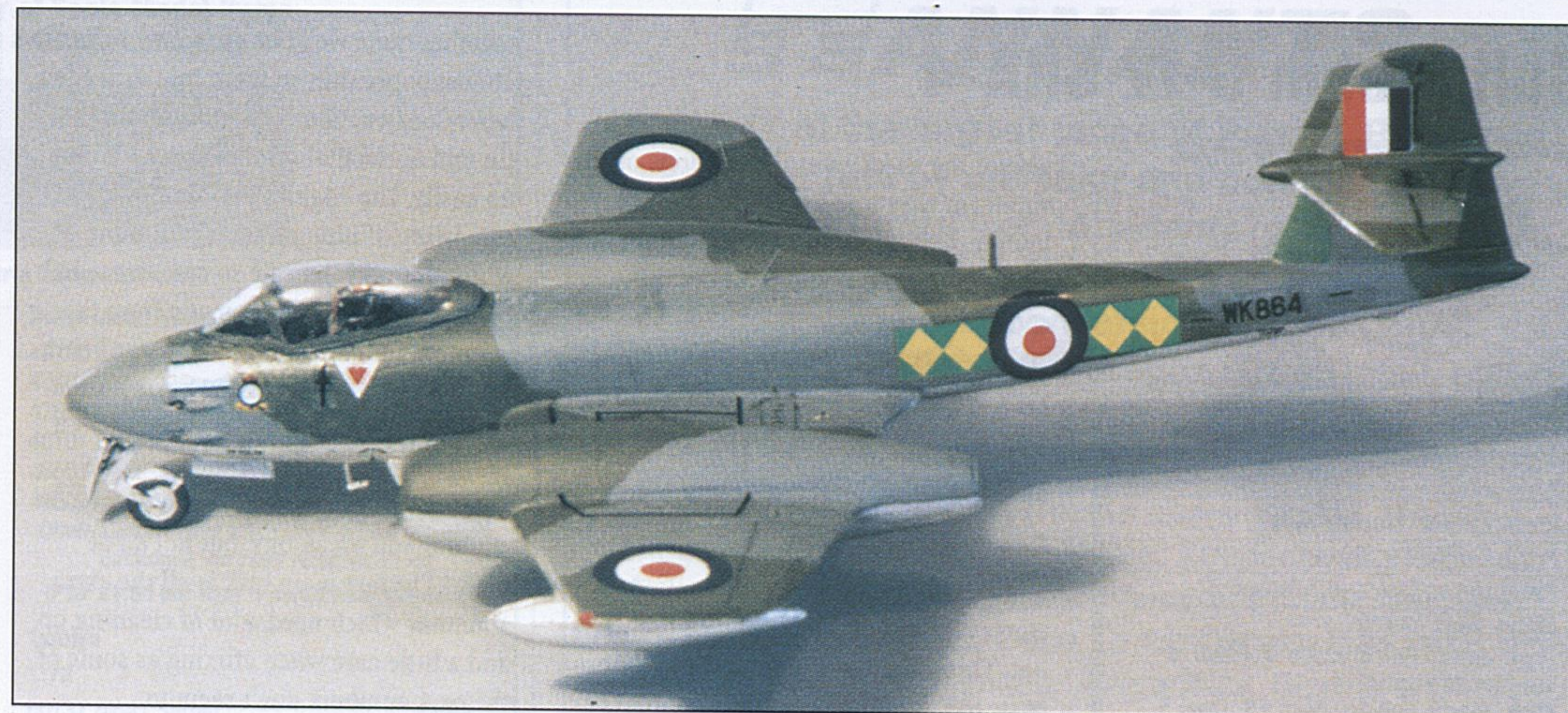
Meteor F Mk 8 has a wing span of 37ft 2in, a length of 43ft 6in, a wheel track of 10ft 5in and a height of 13ft 10in. The model from Aeroclub scales out with a wingspan of 36ft 10in, a length of 43ft, a wheel track of 10ft with a height of 13ft. You can not ask for any better, me thinks - Brilliant! References used were 'The History of the RAF' and also that very handy CD-ROM disc 'Encyclopedia of Military Aviation - Warplanes'.

Colour Options

There are two colour options given. The standard Dark Green and Dark Sea Grey over polished aluminium or overall polished aluminium. I chose to opt for the aircraft of No. 616 Squadron with its Lincoln Green tail flash. It is finished Dark Green and Dark Sea Grey over aluminium and I used AeroMaster Warbird Acrylics with Humbrol Metalcote. I mixed the Lincoln Green using Windsor and Newton artist's acrylics.

Decal Options

There is an excellent decal sheet for aircraft of the following RAF squadrons No. 616, 504, 66 and 77 Squadron, RAAF, Korea. It also includes such delights as lots of tiny stencil marks. Printed by Fantasy Printshop, they are well done with excellent registration and superb colour. In use,



things were not so happy. Some broke up into tiny fragments as soon as they touched the water whilst others went on like a dream! So I am worried about just how to score them out of 10. I have never had this happen to me with other decals supplied with Aeroclub kits.

Decal Rating = 4/10

Conclusion and Recommendations

Get one now! This is a smashing kit with plenty of scope for the super detailer. With care and attention I got a superb model to

add to my collection. I am bothered by the 'hit and miss' decals I must confess and as this was a test shot perhaps this is why they were so poor. The rest of the kit is absolutely brilliant. I have always been a fan of Aeroclub and this kit has strengthened my views no end. If you have never made a plastic and white metal limited-run kit before then this is the one to get. My sincere thanks are extended to John Adams of Aeroclub for his in-depth knowledge and help, especially on the interior paint finish of wheel bays etc. A hearty and unreserved

recommendation to a wonderful kit, despite the indifferent quality of the decals.

My thanks to Aeroclub for the review sample.

Dr. Peter R. Newell

Post Script

I telephoned Aeroclub about the trouble I had experienced with the kit decals as a matter of courtesy. I understand that the problem has now been addressed and was as I had suspected, yes, a 'teething' problem! I was sent a new sheet of decals by return of post in any case.

Shavrov Sh-2



Technical Data

Manufacturer: A Model	Scale: 1/72nd
Price: £TBA	
Type: Limited Run Injection Moulded Plastic	
Parts: Plastic 50, Clear 1	
Decal Options: 9	
Manufacturer: A Model, Ukraine.	
UK Distributor: Pocketbond Ltd (see Advertisers Index)	

The Kit

There are fifty parts that come on three sprues of white plastic and one clear sprue. A fair amount of flash and mould lines needs to be cleaned off all parts. The clear canopies aren't the best I've seen, but to be fair they aren't the worst either, let's just say they're adequate.

Instructions

These are fairly basic showing three stages of construction which is all that's needed really. No colour references are given, just names. The decal placement and colour option guide is a little bewildering and only makes sense after reading through the whole lot several times, very carefully.

Construction

Nice and easy. Follow the instructions and

everything falls into place. Internal detail is a little sparse but, due to the parasol nature of the wing, you can't see much inside the cockpit anyway. I needed quite a bit of filler on the top decking to main fuselage joint (parts 1A, 1B and 1C) and on the over-complex, seven-part wing assembly, but everything else, once cleaned up, fitted OK.

Accuracy

Get the flags out! At last I've been sent a kit that I have some info on.

Length should be 116mm while the span is 178mm. According to "The Encyclopedia of World Aircraft" (Blitz Editions), the length of the model is 2.2mm short and the span is 1.5mm short. That's close enough for me!

Colour Options

Now listen up y'all! The instructions aren't the clearest in this respect so I will attempt to guide you through. There are a total of 9 options offered, so hold onto your hat, here we go:

•1. 'K8' in a mixture of 80% Satin Radome Tan and 20% Light Grey overall. Large red crosses are supplied as decals for above and below the wings, tailplanes, fuselage sides and rudder.

•2. 'X104' in satin Russian Dark Green uppersurfaces and Medium Russian Blue undersides.

•3. '737' and in the same scheme as option 2.

•4. 'Red 5' in the same scheme as option 2 but with red stars with black outlines.

•5. 'Red 4' in the same scheme as option 4 but without the black outlines to the red stars.

•6. This machine is the same as option 2 but has red crosses in white discs above and below the wings and on the fuselage sides.

•7. A Finnish machine, 'AV186', in the same scheme as option 2 but with a matt Medium Yellow fuselage band and wing tips. The distinctive blue swastikas are included on the decal sheet.

•8. This is identical to option 7 but has the serial 'AV187'.

•9. An additional option is included but not numbered and is the same as option 4, but with a black 2 on the rudder.

I went for option 3 because it included a nice fully enclosed glazed canopy. There are different glazing configurations for each option so you will have to look out for these when deciding on which scheme to build. It's all a bit Sherlock Holmes but the info's there, you just have to look for it!

Decals

There are a lot of images on this 75 x 75mm sheet. They are covered by a continuous carrier film that needs careful pruning close to each image, and this will be tedious on the Russian stars. The decals are extremely thin but adhered

well. Once dry, a fair amount of silvering occurred but this disappeared after a coat of Humbrol satin varnish was applied.

Decal Rating = 8/10

Conclusion and Recommendations

A great end result and although the parts need a lot of cleaning and trimming, the construction is uncomplicated. What more could you ask for? Well actually, I would like to see aerial wire and rigging information in the instructions but this goes for every other manufacturer as well. Recommended to all but the very young.

My thanks to A. Model for the review sample.

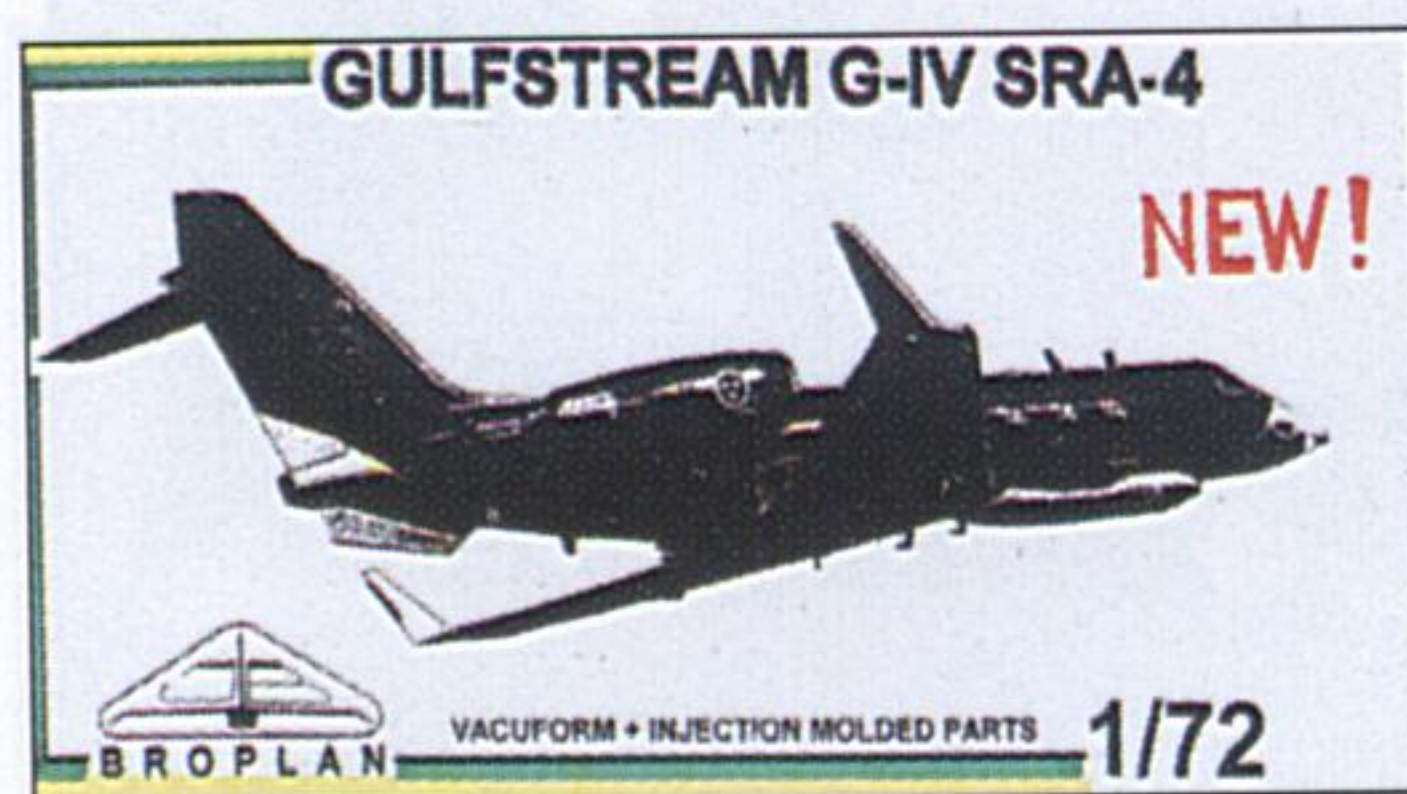
Lee Thomson

N.B. Thanks to both David Hart and Tim Chadderton for their E-mails regarding my review of Pend Oreilles' Loire 210 Floatplane. Apparently the prototype had blisters on the cowling but the production aircraft didn't.

Also, if anyone can let me know who published "War Planes 6-Floatplanes" by William Green, I'd be really grateful as both David and Tim mention this book.



Gulfstream G-IV SRA-4



Technical Data

Manufacturer: Broplan **Scale:** 1/72nd
Price: £15.00 (+ Shipping)
Panel Lines: Recessed & Raised ✓
Status: New Tooling ✓
Type: Limited Run Injection Moulded & Vac-formed Plastic
Parts: Plastic (Inj) 38, (Vac) 56, Clear 5
Decal Options: None
Manufacturer: Broplan, ul. Pilotów 10G/33, 80-460 Gdansk, Poland.
 Fax: 048 58 5565919
 UK Source: Aeroclub & Andy Pack (see Advertisers Index)

The Kit

Five sheets of vac-formed white plastic form the major parts of this kit, plus two sprues of limited run parts in a cream coloured plastic. The vac-formed parts are well moulded with recessed panel lines, however the plastic is quite thin, so it does tend to flex a lot. The injection parts all need cleaning up before they can be used as they have quite a lot of flash. The plastic used is also very brittle.

Instructions

There are two sets of instructions, one of which is for the standard Gulfstream G-IV, the other is for the SRA-4 version which is basically the same aircraft but with extra avionics bays and lots of extra blade antennas. The instructions for the SRA-4 version consists of one sheet of A4 paper with, on one side, a set of three-view drawings for the paint scheme with the colours given by name, FS number and Humbrol paints. The other

side of the sheet gives illustrations of the vac-form sheets and the injection moulded sprues with the part numbers on them to correspond with the two construction diagrams.

The instructions for the standard G-IV vary in that there is a four-view set of diagrams instead of the three-view contained on the SRA-4 set.

Construction

I started, as I suspect most people do when vacforming, by cutting all the parts out. This didn't take long as the plastic is quite thin, and then I sanded the parts as construction proceeds. The cockpit came first and consists of two two-part seats, instrument panel, side wall consoles, control columns and cockpit glazing. Once this is all dry the cockpit assembly is squared up to the fuselage floor pan and two bulkheads. The fuselage came next and is vertically split into four pieces about two thirds of the way down the fuselage. This does mean that it tends to flex a lot, so care is needed to get the bulkheads and other internal detail fitted without twisting the fuselage, and extra support is essential at the vertical fuselage join. Wings come next and they are split into five pieces (excluding the wing finlets); three for the underside and two for the uppersurface. The wings fit

together quite well but the wheel wells are almost paper thin so great care is needed here. Construction then moves onto the fin and horizontal stabilisers which build up easily. The engines are next with each consisting of nine pieces, again some of which are very delicate so care is needed.

The undercarriage is made from the injection moulded parts which are brittle, so take your time as all the parts need a good cleaning up. Both sprues in the kit are identical so some of the parts are duplicated and it's not the end of the world if you break bits, but not all of them! The last main task is all the extra antennas which need a lot of cleaning up and a little care when affixing as some of the part numbers don't seem to correspond to the same parts on the instruction sheet.

Filler is required on most of the major joins but if a bit of time and care is taken it's nothing too major. The smaller parts tend to go together quite well after a bit of dry fitting.

Accuracy

References to the SRA-4 version seem to be very few and far between so the dimensions I'm using are for the standard G-IV which are the same anyway. According to Jane's All The World's Aircraft 1989-90 the aircraft has a length of 88ft 4in and a span of 77ft 10in. The model scales out with a length of 86ft 3in and a span of 78ft 6in. When complete the

kit certainly has the elegant appearance of the original.

Colour Options

Only one option is available for the SRA-4 version, that of a Swedish Air Force aircraft in a two-tone grey. The instructions give the colours in both FS numbers and Humbrol tin numbers. Therefore for the upper surface I used Humbrol 127 (US Ghost Grey) and the lower surface 147 (Matt Light Grey).

The standard G-IV option gives details of two possible versions, an Irish Air Corps aircraft in white and the same Swedish colour scheme as in the SRA-4 version.

Decals

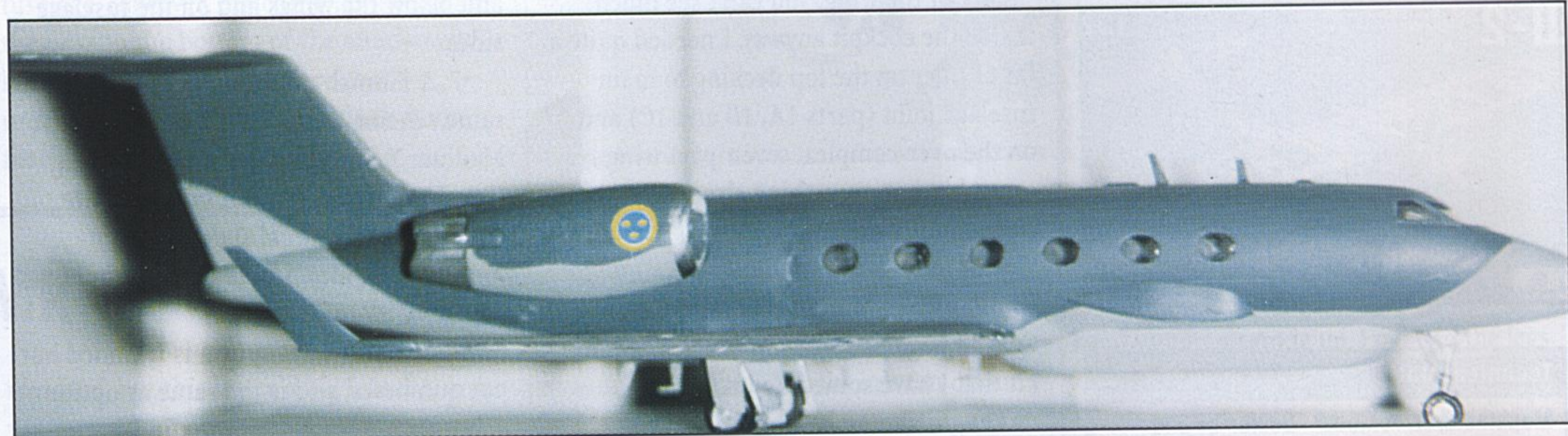
There are no decals included in this kit, so all markings applied will have to come from your spares box, or an aftermarket source (e.g. Flying Colors).

Conclusion and Recommendation

Gulfstreams in this scale must be pretty rare so Broplan need to be congratulated for producing such a kit. I certainly can't recommend this to a novice or even the first time vac-former, as some experience is needed here. I've seen this kit retailing at shows for £34.95, which I feel is a lot to pay for a kit with no decals, but that's just my view!

My thanks to Broplan for the review sample.

Stefan Good



Messerschmitt Me 163S



The Kit

A nice mix of limited run injection moulded plastic and a stunning etched brass fret. The plastic is a very pale grey and quite soft and this is actually a bonus as you will see later on! The detail was neatly engraved, but not as good as that found on non-limited run kits. By its very nature, there was a lot of scrap plastic, and flash. This will require time and a lot of care to remove. Also the parts are solidly joined to the sprues causing more problems during their removal. The tandem cockpit canopy is a single clear

Technical Data

Manufacturer: MPM
Scale: 1/72nd **Price:** £7.50
Status: New Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: Raised ✓
Type: Limited-run Injection Moulded Plastic & Etched Brass
Parts: Plastic 26, Etched 27, Clear (Inj) 1
Decal Options: 2
Manufacturer: MPM Ltd (see Ad Index)
UK Source: Hannants

injection moulded part of good quality. It is really thin and clear. MPM have replaced their usual vac-form canopies with these new injection moulded ones and this is a bold move which I am most impressed by. Everything was well packaged; the brass fret, acetate film and decals all being in sealed bags inside the main bag containing the plastic parts. This was fine, but the clear part was just left loose, and thus

prone to scratches. The decals enclosed are for two aircraft, one Luftwaffe and one captured by the Soviet Air Force with a nice range of stencil markings as well.

Instructions

The instructions are in the form of a fold-out pamphlet that is of good clarity. The step-by-step stages are augmented by smaller detailed sketches of any difficult step within that stage. The parts map is noteworthy as it clearly shows the plastic, etched brass and acetate parts with a prefix letter, e.g. 'L' for the brass bits and then a number. Excellent presentation this! Also there is a concise painting and decal location guide for both of the aircraft. Any painting required during construction is also well marked. All colours are called out in Humbrol paints and also in RLM codes, although this is only on the main painting guide. A short but accurate potted history is included. Well done, MPM!

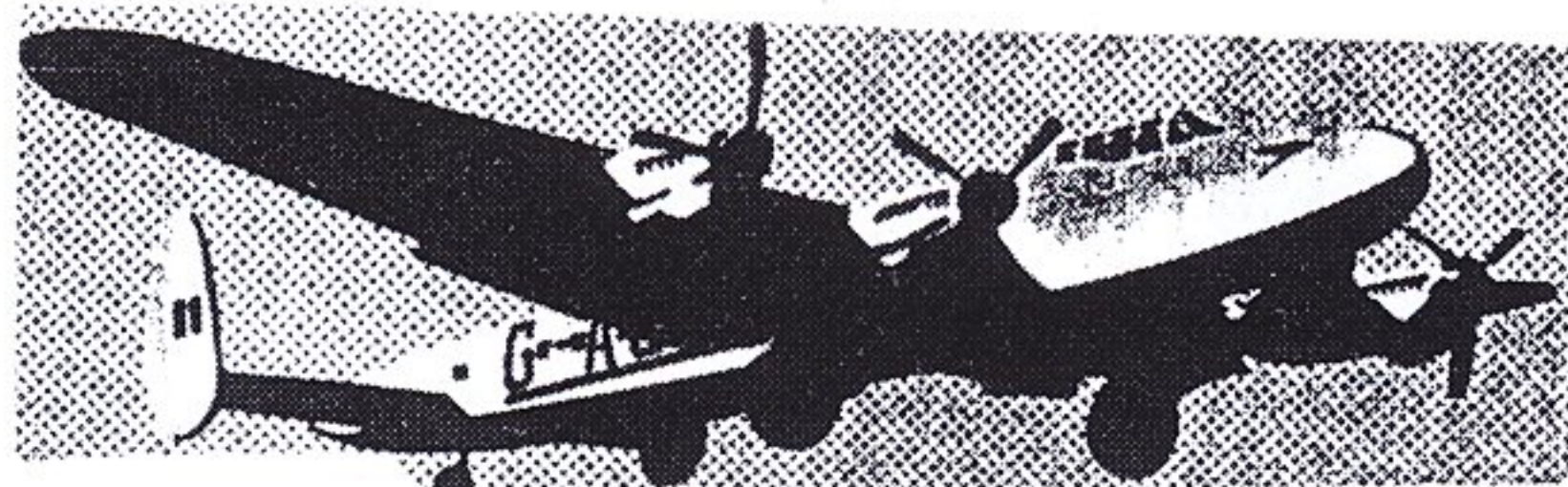
Construction

The construction starts with the two

seats. These were solidly set into the sprue. I set to with a fine hooked blade, and literally carved the seats free! This is a kit woodcarvers will enjoy, I thought to myself. Once painted RLM 66, each seat has a set of four seat belts to be added. These were firstly painted Olive Green for the webbing with silver buckles before being superglued into place. Now on to the cockpit tub itself, which again had to be cut from the sprue. There is brass detail aplenty here and I must say that this was the most trying part of the kit, and despite the use of fine tweezers and dental probes, I got superglued to the model a couple of times. There are four rudder pedals to make up, four side panels, with a multi-layered pair of instrument panels that include the etched film parts and more! It did all go together, eventually. All was painted RLM 66, with details picked out in red, white, silver and black. I then glued the two armoured plates into place and added the two control columns and seats. The latter were a tight fit and great care is needed at this point. The detail is

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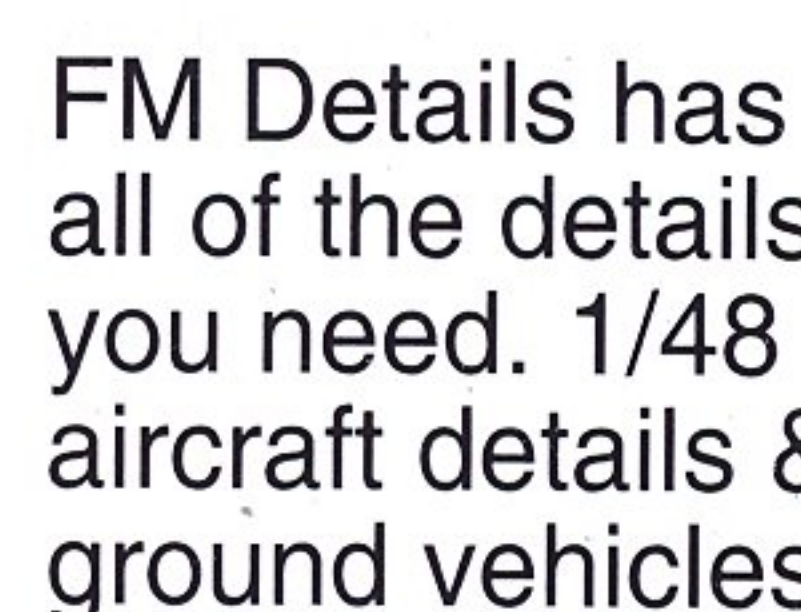
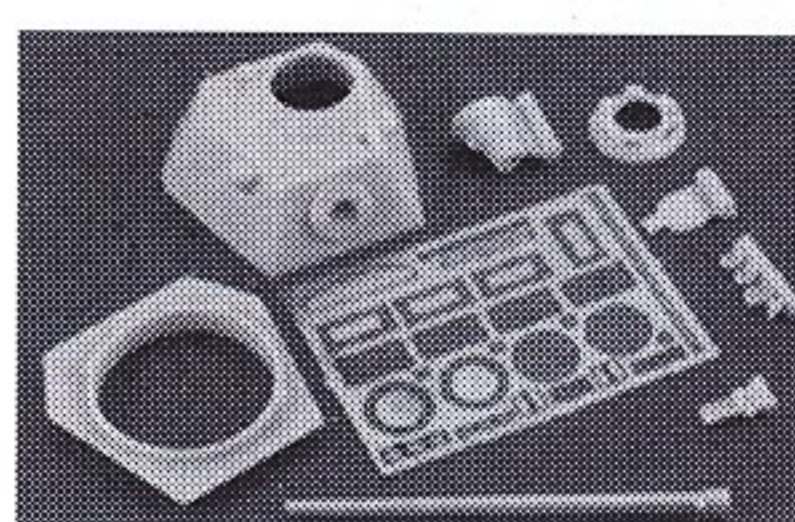
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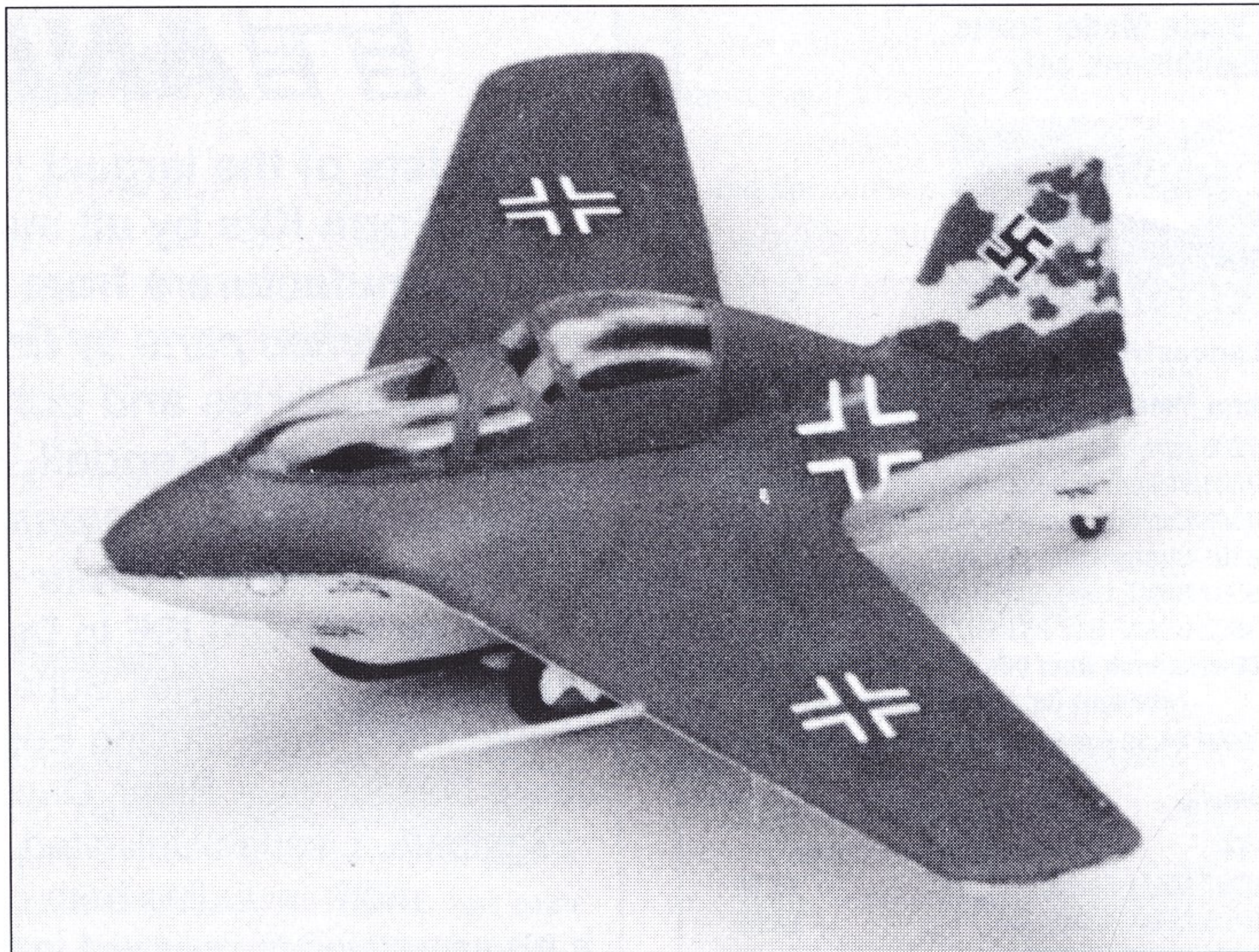
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fantastic, what a pity it is all but invisible once the model is completed. The rest of the model is a gift, but annoying in parts. I glued the cockpit tub in place, adding the plug that blocks the engine exhaust and the fit of both parts was poor. Next I glued the upper and lower fuselage halves together, having cut off four ejector-tower marks from the inner surfaces of the wings. The resulting fit was pretty good. For the next step the two halves of the rudder unit and of the tailwheel unit were both glued together. The completed units were then glued to the main body of the aircraft and I am pleased to say that these were both a good fit. The nose spinner was difficult to remove and tiny too. Even smaller are the two minute brass propeller blades for this to complete the nose generator! After regaining my eyesight (and temper), I added the completed unit to the model's nose. I made up the wheels, which are in two halves, and added them to the trolley that was then glued into place. I had to drill a hole for the pitot tube in the wing and then glued the bit into place. Another hole was drilled for the FuG25a radio antenna underneath the wing and a piece of brass wire (or stretched sprue) of a 0.3mm diameter 6mm long was glued in place. This is NOT supplied with the kit, but the dimensions and position are given clearly on the instructions. Finally, I added those wonderful cockpit canopies using Clearfix, and these proved to be a perfect fit.

I must report that I had to use filler quite often, especially when I fitted the cockpit tub into the fuselage. I also blanked off the huge gap inside each wing with shaped plasticard because if you do not, the inside of each wing is clearly visible even with the canopies in place. Be warned!



Accuracy

The dimensions given in my references were a wing span of 30ft 7in and a length of 19ft 2in. This was for a standard Messerschmitt Me 163B of which the Me 163S was a conversion. The model scaled out at a wingspan of 30ft 6in with a length of 19ft. A most satisfactory state of affairs, as it could hardly be better. My references were 'Axis Aircraft of WW.2', 'Warplanes of the Luftwaffe' and 'The Tank Magazine (Japan) - Special German Fighters 1914-1945'.

Colour Options

There are two colour options suggested for the Me 163S. One is for a Luftwaffe machine and one Russian. The Soviet aircraft is (Russian) Green on all top surfaces with (Russian) Pale Blue on the under surfaces. I was interested only in the Luftwaffe machine and I therefore painted it RLM 76 overall, with a splinter

pattern of RLM 81/RLM 82 on the upper surfaces and a dapple of RLM 82 over RLM 76 on the vertical fin. The nose generator was painted RLM 04. All the tyres were painted Tyre Black, with the main wheel hubs being quartered white and red. I painted the landing skid RLM 22. As usual, I used AeroMaster Warbird Acrylics for all the painting and detailing on this model.

Decals

These looked really superb, with good colour registration and no visible carrier film to speak of. There are the usual Luftwaffe markings as well as Soviet Stars and aircraft numbers for the Russian version. A goodly selection of small stencils (applicable to both aircraft) were also included. Now for a warning! These decals are ultra thin and cling like limpets once off the sheet. You just cannot move them! I lost the two fuselage crosses when

I tried to position them, the things just crumpled. I replaced them with slightly oversized crosses from my spares box. Thus warned I was VERY, VERY careful with all the remaining decals. These all went on without further loss. Even using lots of MicroSet, they still proved challenging to position although there was no adverse reaction to the MicroSet or Sol solutions. Being so thin, the decals really settled down to give that 'painted-on' look. Superb, but I do urge you to be most careful when applying them.

Decal Rating = 10/10
(with the above warning)

Conclusion and Recommendation

A very nice and accurate model of this late Luftwaffe glider/trainer. It is extremely tedious in that the plastic parts need a lot of cleaning up, not forgetting carving off the sprues. The brass fret is just superb, but here a lot of the parts are nearly microscopic and could so easily end up lost forever in that 'Great Haven of Lost Bits', the carpet! I had no such losses, fortunately! The decals do need the greatest of care but are of super quality. That said, I LOVED this kit! The mixed-media nature of it really appealed to me, I now have a fantastic looking Me 163S in my flightline of other Me 163 models, and it really stands out.

This all leads me to one conclusion. This is not one for the novice. It is a quite stunning little replica but I can very heartily recommend it only to the patient and experienced mixed-media modellers amongst you.

My thanks to MPM Ltd. for the review sample.

Dr. Peter R. Newell

Focke Achgelis Fa 223 'Drache'

Technical Data

Manufacturer: Huma Modell
Scale: 1/72nd
Status: New Tooling
Panel Lines: Engraved ✓
Fabric Effect: Raised ✓
Price: £24.95
Type: Injection Moulded Plastic
Parts: Plastic 80, Clear 4
Options: Drop Tank or Lifting Cradle under centreline
Decal Options: 4 (DM+SO, DM+SP & two captured examples)
Manufacturer: Huma Modell, Kilianstädter Straße 9, D-63454 Hanau, Germany
New UK Importer: Pocketbond Ltd (see Advertisers Index)

The Kit

Huma Modell are a small German firm producing kits moulded on equipment equal to anything used by the major companies. Very finely moulded in a pale grey plastic, this kit is very detailed and delicate. Many parts are whisker thin and must be treated with respect! There is no flash present at all, with details beautifully engraved and a treat to see. The transparencies are quite thin but the

glazing bars are a shade too heavy. Also they are loose with the other sprues and thus prone to damage. Decals are supplied for the prototype machine, an operational example and two captured machines; one RAF, and one USAAF. Optional parts are included to make either the winch-equipped machine or the long range version with a belly drop tank. Of the two machines captured by the Allies in 1945, one was flown from its base in Austria to the Airborne Forces Experimental Establishment at RAF Beaulieu, Hampshire. Thus the Fa 223 entered the history books by becoming the first helicopter to fly across the English Channel.

Instructions

The instructions consist of two large fold-out sheets that are well illustrated with step-by-step diagrams. There is no parts map and this is annoying given the profusion of tiny thin parts that are microscopically numbered on the sprues! A detailed history of the type is given and is quite superb in every respect. Likewise the large, fold-out, full colour painting

and decal guide, is almost framable. Colours are given by RLM numbers only, no particular brand[s] are listed. My only quibble is that the decal placement for the two captured machines is totally ignored! Otherwise, superb instructions but see my comments when I came to use them, 'All that glitters is not Gold!'

Construction

I began in the cockpit by putting together the main floor, the two aft bulkheads, pilot's seat, joystick and (minute) rudder pedals. The instructions say parts 6 and 7 fit as shown, WRONG! They are wrongly marked as 7 goes where part 6 should and vice versa. The pilot figure supplied is very poor so I opted to replace him and put in seat belts from the Reheat range. The complete unit and interior of both fuselage halves was then painted RLM 66 and once dry the unit was glued in to one of the fuselage halves. Next I painted the outside of the fuselage halves, especially around the four small windows, RLM 71 as one must stick these windows in place before carrying on! Once done, I glued the two fuselage halves together. I pressed on adding the spider's web of frail frames to make up the rest of the cockpit. Two decals

are supplied for the instrument panels and once in place, I added more ultra thin frames to complete the cockpit area.

Next I added the main rotor supports, main landing gear legs and the rudder. Now this is where I found my error, this model is a tail sitter with a vengeance! There is not much room for you to add weights, in fact none in the nose which is transparent. I gingerly tried out the idea of half an old car wheel balance weight placed nearly out of sight beside the pilot's seat. That, plus a lick of RLM 66 sorted that problem out nicely! There is no indication that a large weight is needed in the instructions and that is annoying. Most of the rest of the fragile parts that make up the rotor booms went together well but time and time again I found that the instructions were at odds with the actual parts. As before, the number of the part was different to the actual part and this error ran throughout the instructions. I next assembled both of the rotors and once dry I glued them in place. The tailplane and its two fine struts came next, followed by the tail skid plus the main and nose wheels. I opted to add the winch rather than the drop tank. I added the minute foot holds to both sides of the

aircraft and again there is that annoying error in the instructions! Once painted I added the large main transparency using Clearfix as usual.

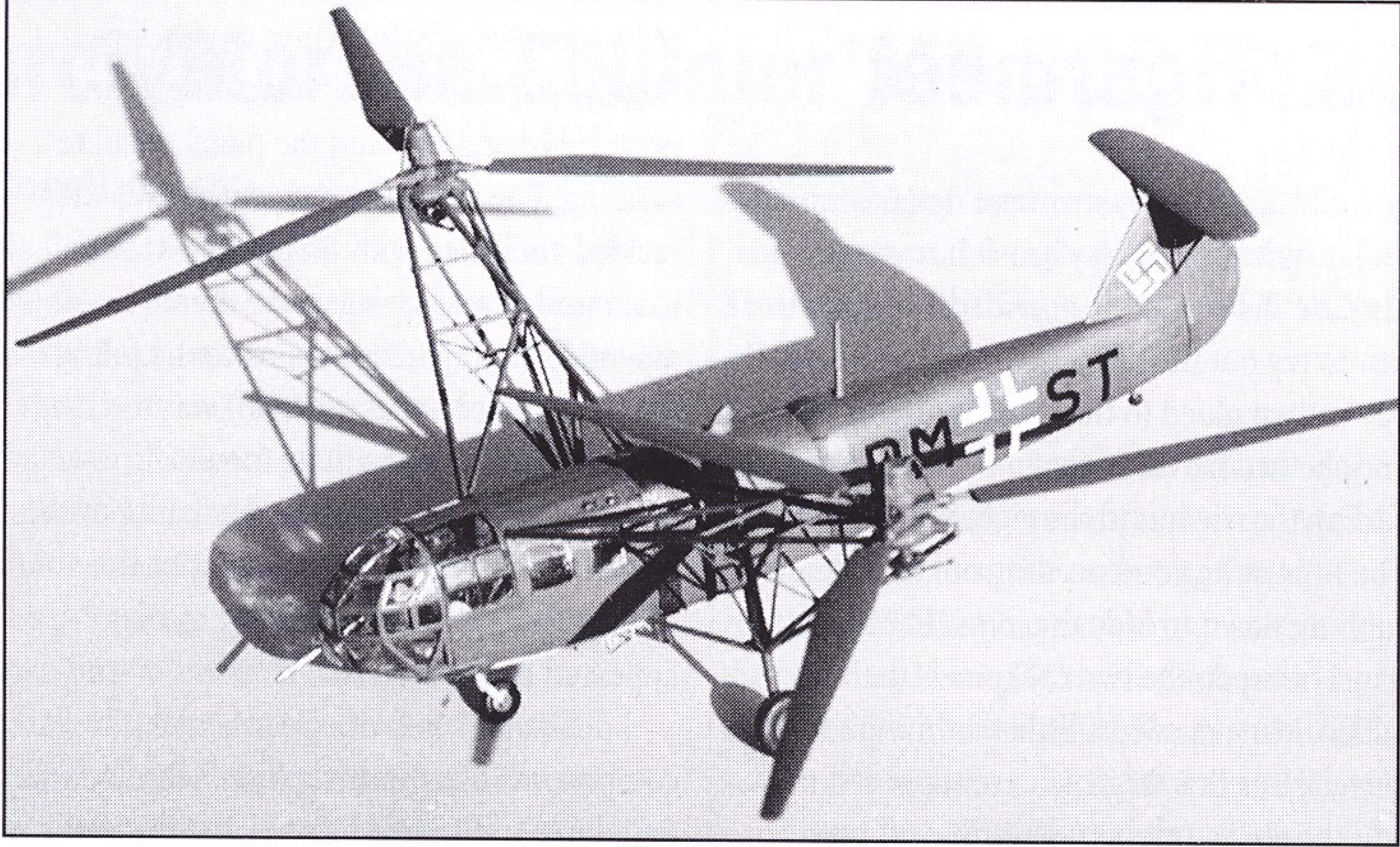
The parts fit was perfect throughout and not a smudge of filler was required.

Accuracy

Dimensions for the Focke-Achgelis Fa 223 are given as length 40ft 2in, a rotor diameter of 39ft 4in and a span over the rotor of 80ft 5in. This model scales out at a length of 40ft, a rotor diameter of 39ft 6in and a span over the rotors of 80ft 3in. Need I say more, this is superb! My reference was 'Warplanes of the Luftwaffe'.

Colour Options

There are two colour options given. One is for the RLM 02 Grau overall prototype machine and the other is for the RLM 71/RLM 65 operational machine. I chose to use the latter scheme with RLM 66 for the interior. Details were painted in Tyre Black, red, Steel, red-brown, olive and silver. As usual I used the AeroMaster Warbirds Acrylics range of



paints, plus Smoke by Tamiya Acrylics for the cooling grid around the engine compartment.

Decal Options

Four options are supplied. There are the Luftwaffe machines; the prototype DM+SP and the operational DM+SO (long range)/ST (winch fitted) spare letters are also supplied! The RAF and

USAAF markings are supplied for the two captured helicopters.

The decals showed little or no carrier film and were quite thin. They were also well printed and registered, though the USAAF markings were a little blurred. Mine went on with no trouble at all. I had to add swastikas from the spares box as the supplied black and white boxes in this kit are quite wrong (They reflect the

anti-swastika law that applies in a number of European countries -Ed)! There was no adverse effect to Micro Sol/Set solutions.

Decal Rating = 8/10

Conclusion and Recommendations

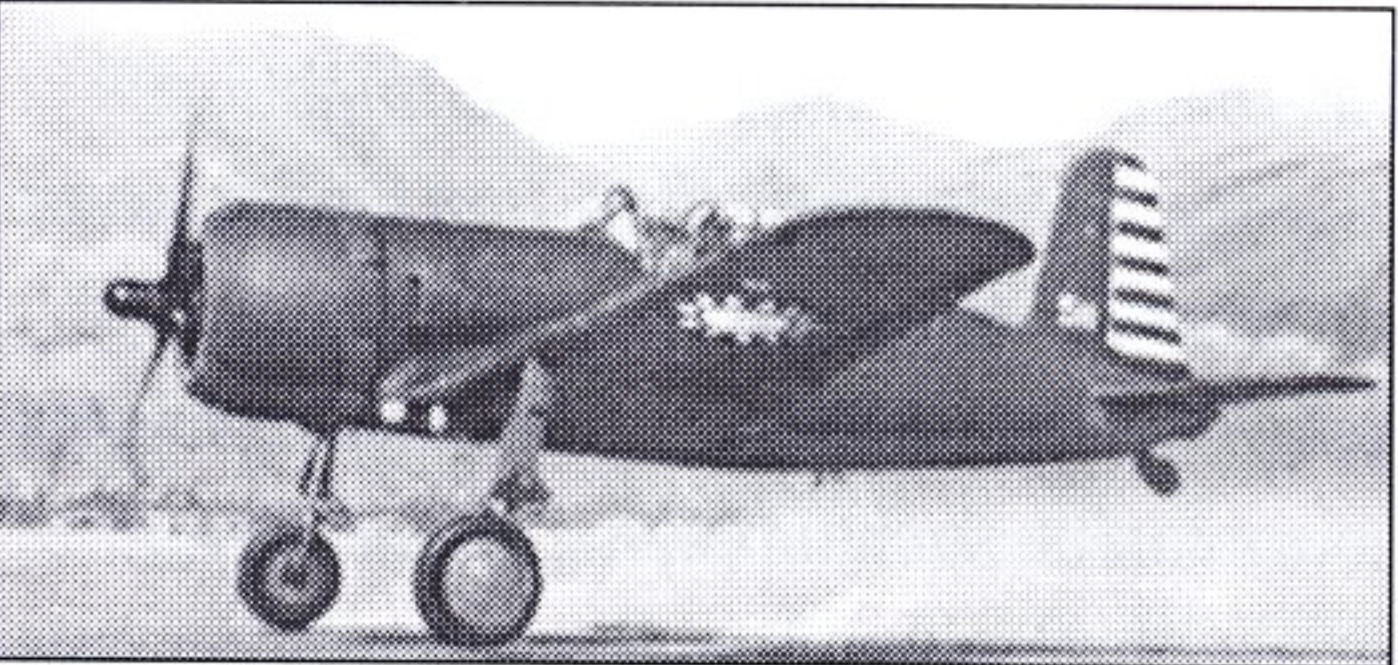
A superb model that will tax your skills and nerves! I must say that the model is a cuss to build, NOT because of bad parts fit or lack of location points, but because the bulk of the parts are so whisker-thin and fragile. I urge you to use your best tweezers, a new blade and Polyweld. Above all else take your time and I can assure you that you will build a superb model. Do add plenty of weight and watch out for the mistakes in the instructions as I have indicated.

All in all a most impressive model and one to be proud of given all due care, attention and patience. While not a model for the beginner, I can heartily and warmly recommend it to most modellers.

My thanks to Pocketbond U.K. for the review sample.

Dr. Peter R. Newell

Vultee P-66 Vanguard



Technical Data	
Manufacturer: Sword	
Scale: 1/72nd	Price: £8.50
Panel Lines: Recessed ✓	
Status: New Tooling ✓	
Fabric Effect: Raised ✓	
Type: Limited Run Injection Moulded Plastic, Etched Brass, Resin & Vac-formed Clear	
Parts: Plastic 26, Resin 7, Etched 22, Clear 2, Acetate 1	
Decal Options: 3 (RAF, Chinese A.F & USAF)	
Manufacturer: Sword (Pragoexport Ltd., Co.), PO Box 4, Antala Staska 34, 140 42 Prague, Czech Republic	
Tel: 00420/2/61042341 or 61042346	
Fax: 00420/2/61042252 or 61042204	
Sample Supplier: Hannants (see Ad Index)	

The Kit

The main parts of this kit are injection moulded in grey plastic and on the whole are clean and well detailed with very little flash. The cockpit area and part of the engine are supplied in resin and the cockpit is very well detailed. From the small etched brass sheet comes the instrument panel, undercarriage doors and aials etc. and a crystal clear canopy is supplied in vac-form and there is a spare. All these are presented in a sizable open-ended box adorned with some decent artwork.

The Instructions

An eight-page, A5 booklet, with step by step construction diagrams makes the process simple and easy to follow. There is no parts numbering or parts guide which would help the novice modeller but this

was not a problem. The colour notes for the three options and a short history complete the booklet. The latter I found invaluable as this is not a widely known aircraft.

Construction

As mentioned, the cockpit is very highly detailed but has only five major components! The floor, firewalls, radio and so on are moulded in a single piece and only the seat, two side walls and the instrument panel need to be added. The latter was painted black and the acetate instrument film applied to the rear. I superglued the remainder of the cockpit together and then painted the whole thing Interior Green and dry brushed with light blue to give it a 'used' look. The seat belts were added from the etched brass sheet along with the instrument panel and that was that. The remainder of construction was straightforward as with most WWII fighter aircraft. The resin engine part needed some trimming to allow the fuselage to close around it, but otherwise the fit of all the parts was good and virtually no filler was required. The only addition I made to my model was to give the wheel wells some walls so that the interior of the wing could not be viewed. The large glazing for the canopy is a good fit and shows off the excellent interior very well.

Accuracy

The sit and shape of the model looks right and is very detailed. Dimensionally my model measured a tad under 153mm in span that equates accurately to the 10.9m of the original and in length was just 1mm short at 119mm for the original's 8.64m, but that is splitting hairs. It is very good.

Colour Options

Three are supplied that chart virtually the entire career of this 'rejected' fighter. Found to be fast enough but poor in the turn, the USAAC used it only briefly as a stop-gap home defence fighter at the time of Pearl Harbour before offering the airframes to the British. The first option covers one of the few machines (BW209) used in Canada for training and features the Dark Green and Dark Earth camouflage on the topside with Sky undersides. After the British authorities' indifferent appraisal of the Vanguard the remaining 100 plus airframes were offered to the Chinese and the second option reflects the fate of most of these fighters by ending up with their Olive Drab and Neutral Grey colour scheme adorned with the markings of the Chinese Air Force, circa 1942. The final option is an American Army Air Corps P-66 with the white star in six positions based in Marachi in October 1942, prior to being handed over to the Nationalist Chinese. The latter was my choice and Humbrol 66 ((Olive Drab) was used for the upper surfaces and Humbrol 176 (Neutral Grey - deleted) for the undersides. The

instructions give FS numbers for all the colours used.

Decals

These are supplied by Propagateam and are very thin and adhere well to the surface of the model; very well, in fact, and re-positioning once on the model is difficult. The white stars do not allow the surface colour to show through and the only fault I could find was that my set were printed a little offset so as to leave a white crescent around the edge of the blue roundel that needed to be trimmed off.

Decal Rating = 8/10

Conclusion and Recommendation

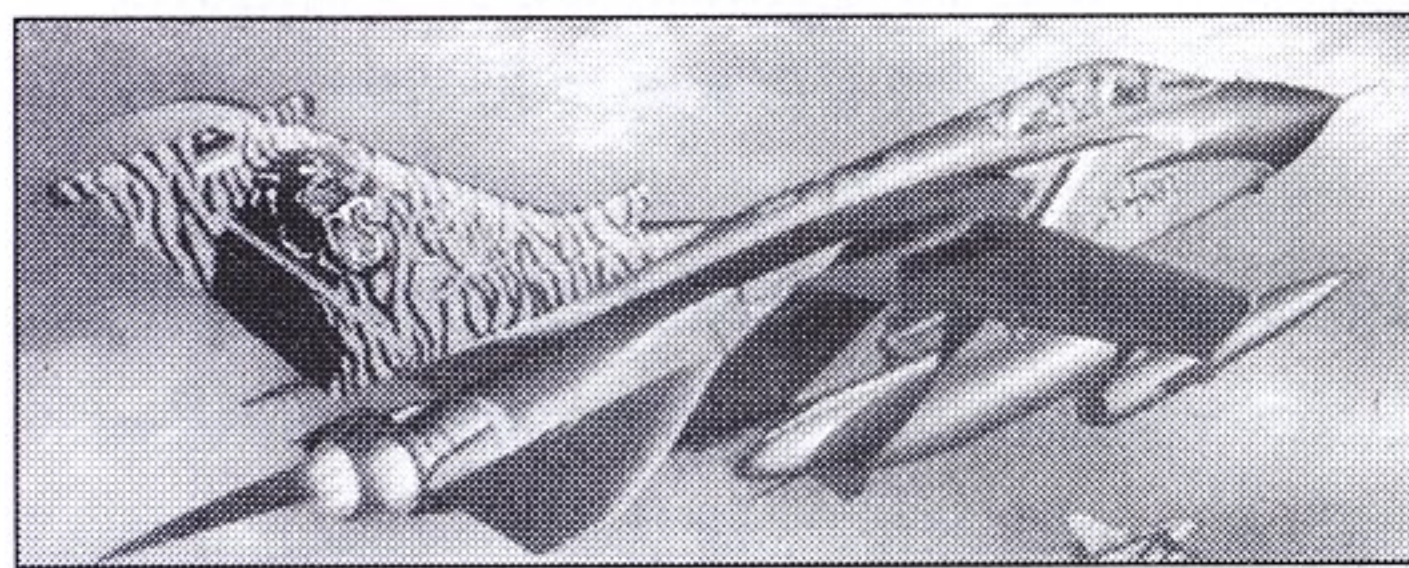
Very simple in construction with no hidden vices but builds into a very fine and detailed model. I highly recommend this one to all. It is a cracker! and an unusual subject to boot. I believe it is only the second model from this manufacturer, and I would say that on the strength of this one they have got their products just right.

My thanks to Hannants for the review sample.

Dan Claxton



Panavia Tornado IDS 'Tigermeet'



Technical Data

Manufacturer: Revell®

Scale: 1/72nd **Price:** £8.95

Panel Lines: Recessed ✓

Status: New Tooling✓

Type: Injection Moulded Plastic

Parts: Plastic 124, Clear 10

Decal Options: 3

UK Distributor: Revell®, Binney & Smith (Europe) Ltd, Ampthill, Bedford. MK42 9RS
Tel: 01234 360201
Fax: 01234 342110

The Kit

The kit comes in the usual large Revell cardboard box. Inside is a large decal sheet printed in Italy, an A4 instruction sheet and a large plastic bag containing the injection moulded model. Inside the bag are two dark green moulded sprues, another bag containing another two sprues and a third bag with the transparency sprue inside. Detail comprises recessed panel lines with small recessed dots to represent screwed panels and rivets, and a little raised detail. No flash was visible, although a couple of sink marks are obvious on the air brake panels and the wings and tail show a few stress marks, but nothing to worry about. Weighted tyres are included on the sprues but there are no pilot figures included (quite normal these days). Options include wheels up or down, air brakes open or closed, flight refuelling probe in or out and canopy open or closed. The wings are designed to swing and the weapons pylons can also be moved separately. The rudder is fixed while the elevators are designed to move. Underwing stores supplied include two underwing fuel tanks, two sidewinder missiles, one ECM pod, one BOZ 101 pod and a choice of either a reconnaissance pod or a 'buddy' fuel tank on the centre pylon.

The Instructions

Instructions are on a total of twenty-two sides of A4. Eighteen languages are catered for so it whittles down a bit to 1/4 side A4 devoted to history and a little data and a couple of paragraphs to assembly and decal application. A page is given for paint colours, another for a sprue plan, ten sides to fifty-five stage exploded assembly diagrams with detail painting instructions, and five sides given to weapons painting and decal application and options.

Construction

Assembly starts with the cockpit interior, which comprises the cockpit floor, two four-piece detailed ejection seats (including moulded seat harnesses), control columns and instrument panels. Rudder pedals are moulded into the floor. The cockpit interior was painted with Humbrol 60/40 Matt Ocean Grey and Matt White mix with Olive Green floors, black control sticks, silver rudder pedals and the instrument detail picked out

in Anthracite. The instrument detail is raised and is quite easy to dry brush but you can also use the six decals provided. I did both just to try out the decal sheet. The nose wheel bay is then glued to the cockpit underside and the two halves of the nose joined after adding the cockpit to the right nose section. The fit is quite good needing only a little rubbing down to hide the joins. The radio panel between the two cockpits is then added. Mine needed a little trimming to fit correctly. At this stage you are supposed to add the HUD unit but I left mine off until later. At least ten grams of weight need to be added to the nose before gluing it into position.

The wings are assembled next, first adding the weapons pylons to the lower wing halves. These are not glued but held in place by a plastic peg on the pylon (take care, I broke one) and a plastic circlip pushed on where the peg comes through the wing. This allows the pylons to be manually moved to suit the wing positions. The top wings are then added and left to dry. The rear fuselage has the wheel bays added, the wing fillets/seals glued into place and left to set. The top part of the fuselage has a fillet added for the wing swivel mechanism, the swing wings are fitted into the lower fuselage but not glued.

The elevators are joined by a fishplate which has to have the ends melted over and then put into the lower fuselage again without gluing. The top and bottom halves are then joined. The joints are quite good and need only a little rubbing down. However the elevator pivot pins are so thin that they will not last long before breaking. I ended up gluing mine as the starboard pin broke.

The jet-pipes were assembled next after painting the turbine blades aluminium, the insides of the tailpipes Anthracite, heat shield Steel and the nozzles a Steel and Earth Brown mix. The tail-pipes fitted with no problems. The rudder was glued together and left to set while the nose section was joined to the fuselage. A little rubbing down was needed to help hide the join. The rudder was then added and a little more rubbing down was needed on the spine joint, but otherwise it's a good fit.

Next on the instruction were the air intakes which were a little fiddley for my liking and my port intake had a small piece

of its top edge missing. Once dry they were fitted to the fuselage and are a little wide, need rubbing down and the panel detail re-scribing. The nose wheel assembly was then tackled and fitted with no problems. The main undercarriage legs were then assembled and glued into position. I found that the support strut (part 66) was too long and did not line up with its mounting hole in the wheel well. Maybe it was my fault but the undercarriage was assembled as per the drawings which were confusing as they appeared to be reversed.

I deliberately left off all the small components like the navigation lights, aerals and doors until I had painted and decalled the model to prevent too much being knocked off while doing something else. I now added the flight refuelling probe fairing. I had to cut off the locating pips as I forgot to pre-drill out the holes from the inside of the starboard nose as per the instructions. The fuselage air brakes were put into position while the model was painted prior to gluing them in the open position. If you decide to have them closed a little work trimming them to fit flush will be needed.

At this stage I painted the model its two-tone green and dark grey camouflage and once dry gave it a coat of Johnson's Klear to seal the paint and give a good surface for the decals which I then applied. I ended up gluing the weapons pylons into place as I managed to break one and the other on the starboard wing fell out, its plastic circlip having failed to hold it in place.

The fuselage weapons pylons, undercarriage doors, flight re-fuelling probe, weapons and the aerals and navigation lights were then added. Finally the HUD and canopy were fitted in the open position to try and show off the detailed interior. The canopy and windshield were a good fit on my model. The completed model was given a coat of matt varnish to dull it down a bit.

Accuracy

Jane's World Aircraft quotes the span as 13.9m (45ft 7 1/4 in) and the length as 16.7m (54ft 9 1/2 in). The model captures the overall shape and look of the full size version, scaling up to span: 14.1m and length 17.1m. This works out at 20cm too wide and 40cm too long. Revell's own measurements scale up to: span 14.5m and length 17.4m.

Colour Options

There are three colour options, all based on

green and dark greys. Some FS and RAL numbers are given. Revell paint colours listed are: matt grey, matt white, Anthracite, Bronze Green, matt yellow, aluminium, Steel, Dust Grey, Ochre Brown, matt tar black, clear red, clear gloss, Sea Green, Wood Brown, Greenish Grey, Granite, Carmine Red, Olive Grey, Beige, Matt Earth Brown, silver and Gloss Blue.

Decals

A large matt decal sheet with little carrier film evident is supplied with the kit giving three options:

- 1. Jagdbombergeschwader 31 'Bolelcke', Goose Bay, Canada 1990
- 2. Jagdbombergeschwader 34, Memmingen 1998
- 3. Aufklungsgeschwader 51 'Immelmann', 'Tigermeet' 1998, Landsberg, Lech.

My lasting memories of Revell decals are that they are thick, brittle and difficult to get to adhere to the surface you want them to.

The decals in this kit are matt, thick but react well to Micro Set and the carrier film is minimal. There was no cracking or splitting I am pleased to say and they slid off the backing sheet after only a few seconds in tepid water. The port tailfin decal is fine and fits well but the starboard decal is a couple of mm too tall, making a little trimming necessary to disguise it. Black walkway panel line markings are supplied as straight lines, so if you decide to use them you have to work out where they go and cut them to suit. The rest of the decals are acceptable. Many happy hours can be spent applying all the tiny little decals supplied but Revell still need to improve the quality of their decals a bit..

Decal Rating = 7/10

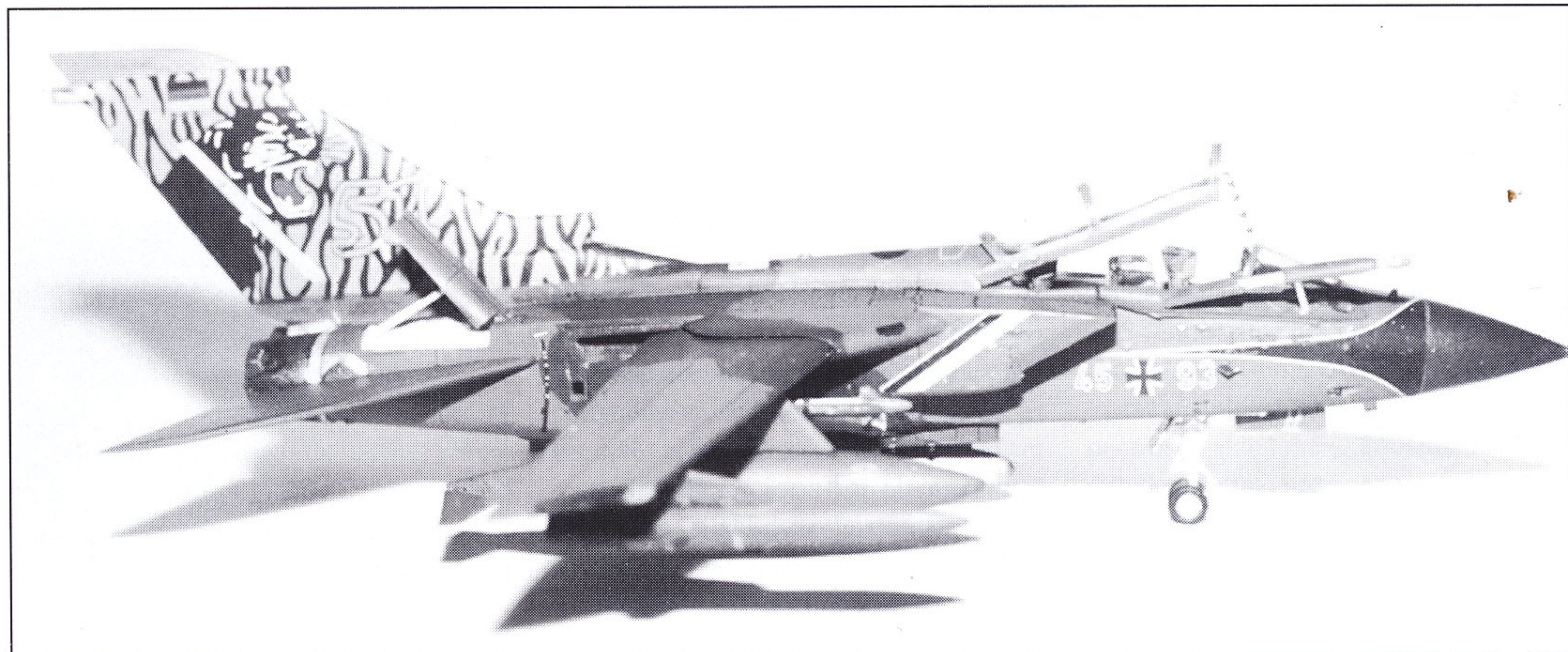
Conclusion and Recommendations

I am not keen on the Revell boxes but on opening this one up and looking at the crisp clean mouldings on the sprue, I could not wait to get started. I did however force myself to go through the instructions carefully first to try and forestall any problems. The only flash was on the starboard cockpit edge.

I enjoyed making this one and apart from the niggles like the weapons pylons and the elevator pivots breaking it is a very good model of the Tornado as no filler was needed at all. Highly recommended to all.

My thanks to Revell®, Binney & Smith (Europe) Ltd. for the review sample.

Mike Kingsley



Fieseler Fi 156 Storch/Morane Saulnier MS.500/502 Criquet



Technical Data	
Manufacturer: Academy	Scale: 1/72nd
Price: £4.99	Panel Lines: Recessed ✓
Status: New Tooling✓	
Type: Injection Moulded Plastic	
Parts: Plastic 62, Clear 7	
Decal Options: 3 (2 Luftwaffe, 1 French)	
Manufacturer: Academy Plastic Model Co., Ltd. 273-64 Suyu-dong, Kangbuk-gu, Seoul, Korea.	
Tel: 82-2-908-7000	
Fax: 82-2-997-3003	
UK Importer: Toyway, Letchworth, Herts.	
Tel: 01462 672509 Fax: 01462 672132	

The Kit

Inside the colourful box of what is a most exiting new kit, is a set of finely moulded parts in a light grey plastic. These are in their own bag, and the decals AND the transparencies are also separately bagged! Well done, Academy! The panel line engraving and the fabric effect is extremely good. There are ejector-pin marks on some of the parts, but these are quite shallow and there is no flash present at all. The option to build the post-war French MS500/502 Criquet built by Morane-Saulnier is also included. In fact, there are several options i.e. tailskid or tailwheel to chose from. Have they thought of everything? It would appear so, as there is even a tiny tube of glue! Decals are provided for two Luftwaffe aircraft and one post-war French Air Force machine.

Instructions

The instructions are in the usual fold - out sheet with a step-by-step format. All painting during construction is clearly marked, as are the parts required to build the Luftwaffe aircraft or the post-war French machine. A good painting guide is included with full decal placement, however I noted one error in the scheme used for the Afrika Korps /Desert campaign. More on this later. The paints are called out by colour and also RLM code where applicable. No manufacturer is named, so do not expect any Humbrol etc. codes. A very short but just passable history of the type is given and an excellent parts map is also included.

Construction

As usual, things begin in the cockpit with the floor, pilot's seat, the gunner's seat and the control column. These were painted (as was the interior of the fuselage) RLM 02 with a black control column and the seat cushions a red-brown shade. I added a full brass seat belt set for the pilot from the Reheat range. The instrument panel went in next, painted black with the dials painted on to the nicely raised detail, as there is no decal supplied for this part. These all in place, I glued the two halves of the fuselage together. Now for the tricky sticky bit! There are five clear parts to glue together before fitting them to the fuselage! I chose the roof part for the armed version, yes you get a choice! I carefully added the interior bracing piece that I had pre-painted RLM 02 using the very minimum of Poly Weld on a fine brush. I then added the machine gun in similar manner. I opted to use the same to glue in all the rest of the clear parts, applying it VERY CAREFULLY to the edge of each piece to avoid fogging. Everything fitted together very well with no gaps or fogging! I was prepared to use Clearfix, but then I realised that the cockpit had the locating lugs for the wings on the roof. I had my doubts that this would have taken the load, from past experience! This completed, I made up the nose, and added this and the tailplanes next. I now painted the fuselage and glazing bars as it would be nearly impossible to do once the wings and associated struts are in place. While the paint was drying, I made up the wings and pre-painted all the struts. The wings and their struts all went together very well, apart from the rather slack wing-to-cockpit joints. I had to use some filler here. The stalky undercarriage went together very well and I then chose the tail skid on my model. All the other optional parts went into the spares box! Lastly, I added the aerals, main wheels and the propeller to the model.

Accuracy

The dimensions for the Fieseler Fi 156 Storch are given as a wing span of 46ft 9in, a length of 32ft 5.76in and a height of 10ft 0in. This new kit by Academy scales out at a wing span of 46ft, a length of 31ft 6in, and a height of 9ft 6in. A little underscale overall therefore. It does have the 'correct' look and I think it is quite

acceptable! References used were 'Warplanes of the Luftwaffe', 'Das Afrika Korps Vol. 2' and 'Axis Aircraft of WW.2'.

Colour Options

The schemes given are for an aircraft on the Eastern Front, one of the North Africa campaign and for the post-war French machine. While I have no 'argument' with the Russian Front OR the French paint work, I do with the Africa Korps/tropical scheme. It is wrong. RLM 02 was only used on a few Bf 109E/G fighters with RLM 79 on the wings, the fuselage sides being RLM 71/80. The instructions give a scheme of RLM 79 with RLM 02 squiggles on all upper surfaces and sides with RLM 76 under surfaces. The standard scheme, adopted from the start by the RLM was 78/79/80. I therefore chose to paint my model RLM 79 with RLM 80 patches and RLM 78 under surfaces. I gave it a white theatre band and all praise to Academy here, as they even tell you the band should be 7mm wide! I painted the rudder white, like some Fi 156 aircraft photographed in 'Das Afrika Korps 2'. All paints used were from the AeroMaster Warbird Acrylic range with the metallic paints coming from Tamiya.

Decal Options

Decals are supplied for the two Luftwaffe aircraft, North African (1941) SF+RL and the Eastern Front (1942) L2+BA as well as the French Air Force (1947) N-609 aircraft. They are well printed and well registered with very little carrier film visible. I found them commendably thin

and they also went on like a dream. My only moan is that they are exceedingly glossy. There was no adverse reaction to MicroSet/Sol solutions, and this bedded them down even better! There were no swastikas supplied. I used the correct type, without any outlines, for this theatre, and these came from an AeroMaster sheet.

Decal Rating = 8/10

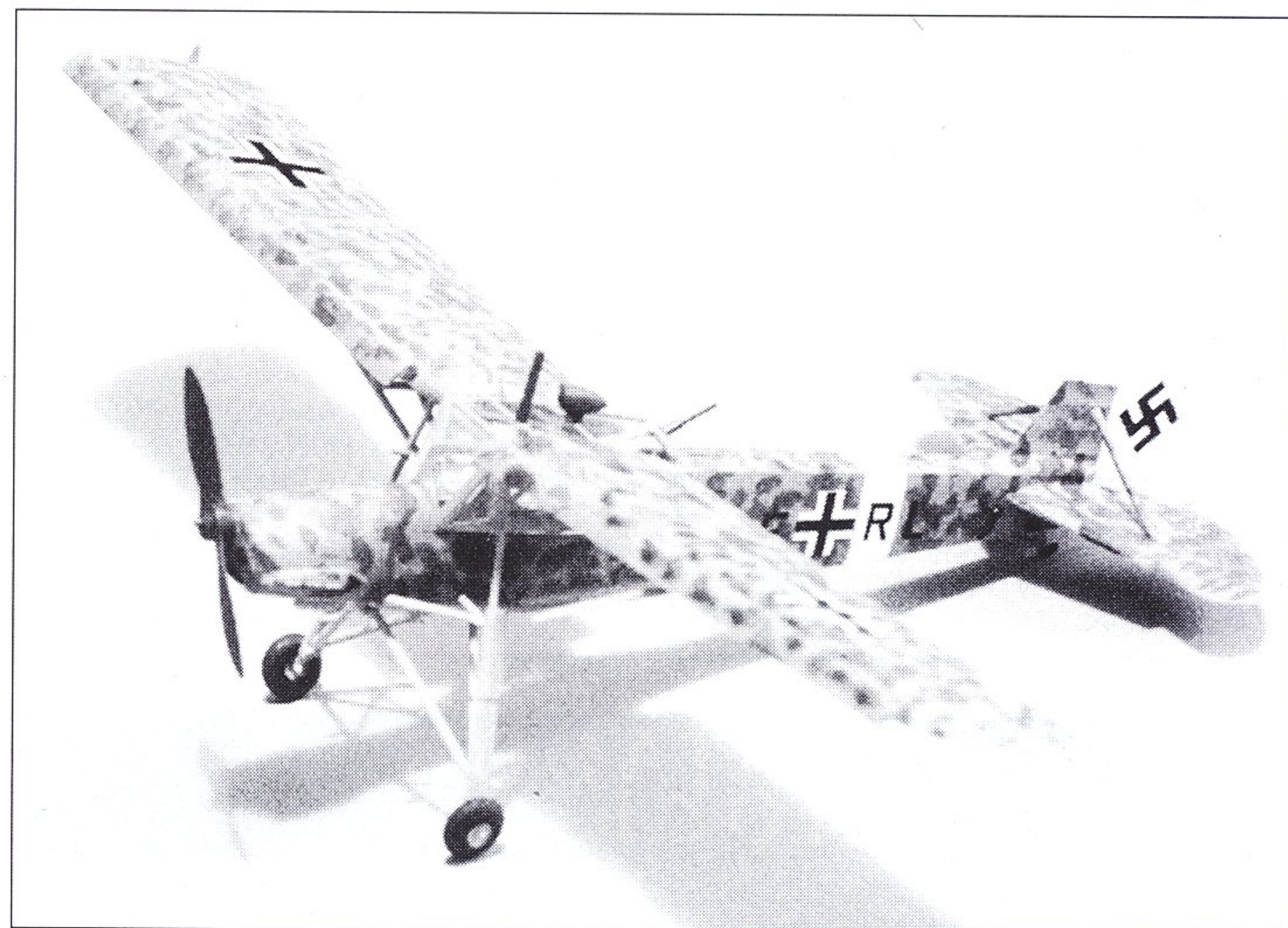
Conclusions and Recommendations

I am very enthusiastic about this kit, it really is quite superb. It is well detailed and goes together really well. At first I was worried about all that clear plastic I had to glue together to form the huge cockpit canopy. It all went together, with care, quite easily in the end. The main complaint is the mistake about the North African campaign camouflage, so look to your references here. We are not told if the model is of the Fi 156B, C, D, or E, but I would say it was the C-3. There is no option to add a dust filter either, which was so typical for desert aircraft. These very minor quibbles aside, a very fine model can be built from this kit. I do urge you to go out and get a fistful of them before I buy them all up. This is bound to be a popular kit with all modellers.

Highly recommended and well done Academy.

My thanks to Academy for the review sample.

Dr. Peter R. Newell



Revell

Thank You

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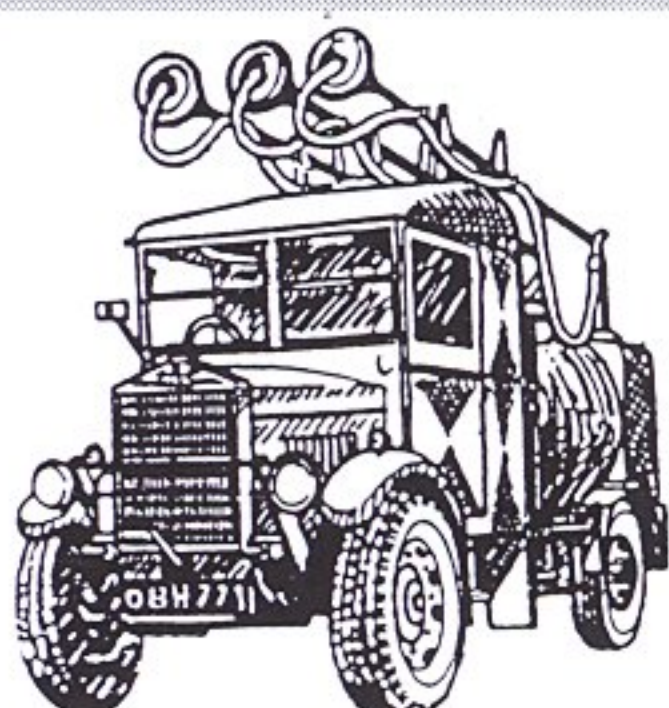


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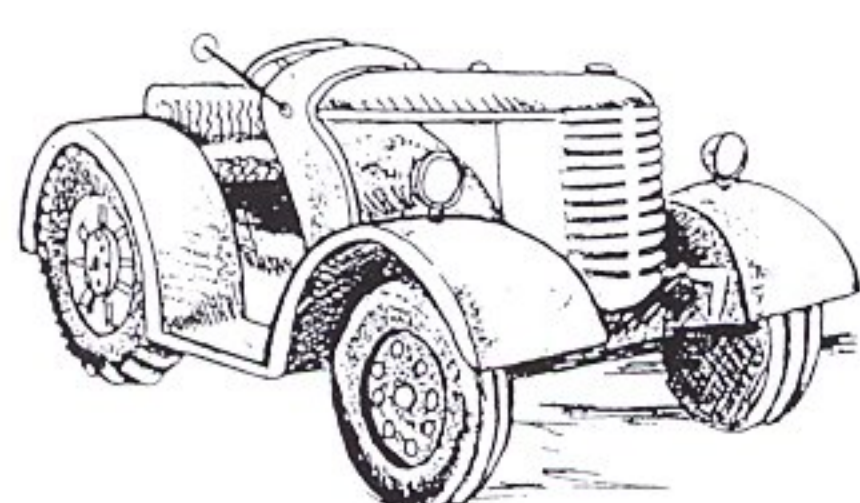
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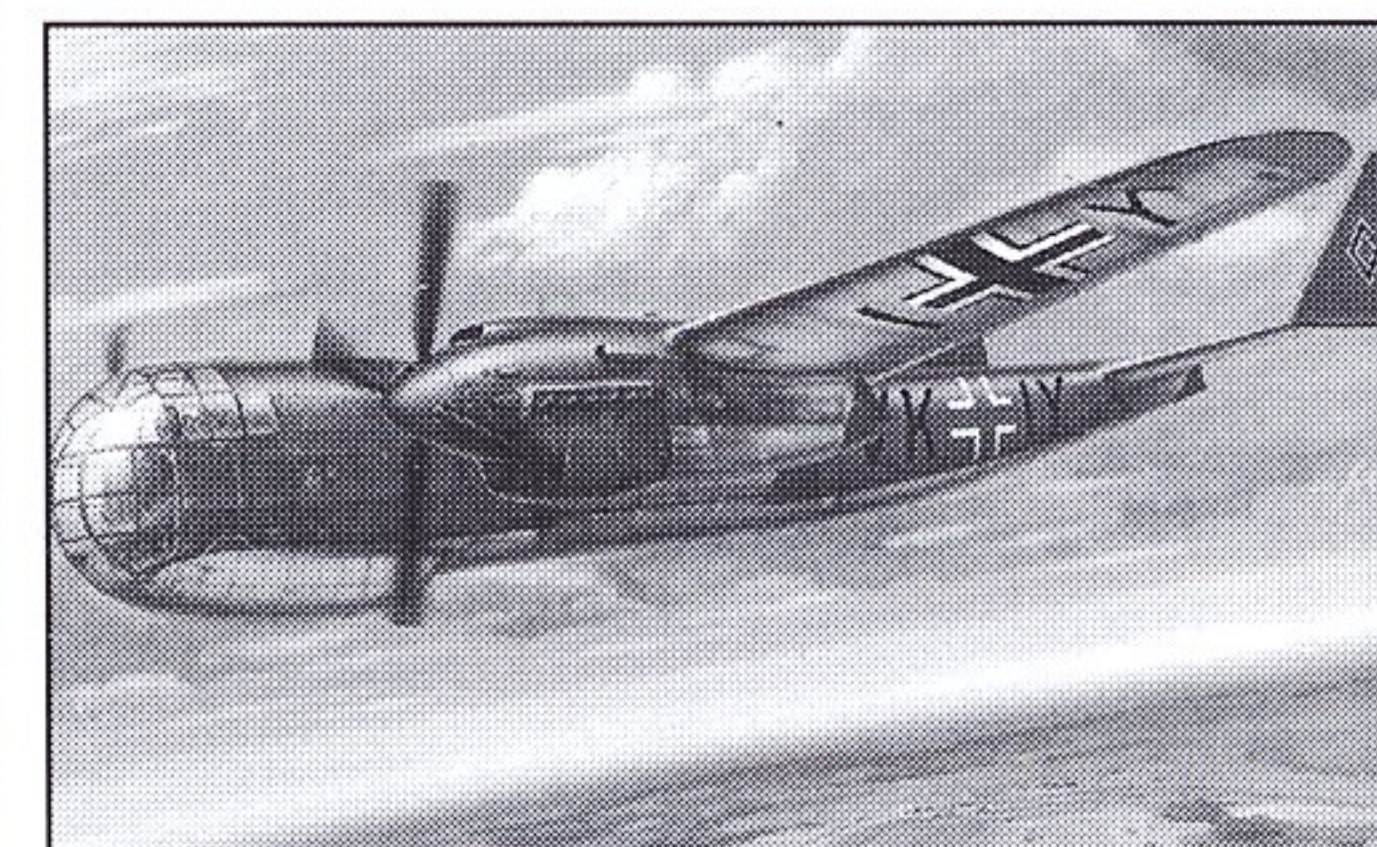
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COOPER details

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CUTTING EDGE resin conversion kits

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E48194	Birdcage Corsair	\$9.00
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E48218	Albatros D.V/D.Va (Eduard)	\$10.75
E48219	Alchi M6A1 Seiran (Tamiya)	\$7.50
E48221	F/A-18A Hornet (Hasegawa)	\$10.75
E48222	Curtiss P-40N (Ertl)	\$9.00
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E48235	Uh-1N Twin Huey (Italeri)	\$10.75
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E48242	Fw 190F-8 (Tamiya)	\$10.75
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E48250	BAC Lightning F2A/F6 (Airfix)	\$10.75
E48251	EE Lightning F-1/F3 (Airfix)	\$10.75
E48252	T-6G Texan Flaps (Ocidental)	\$10.75
E48253	Bf 110D (Fujimi)	\$14.00
E48254	F-117A Nighthawk (Tamiya)	\$9.00
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E48256	F8F Bearcat (Hobbycraft)	\$9.00
E48257	F-84G Thunderjet (Tamiya)	\$9.00
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E48261	B-25J Mitchell	\$14.00
E48262	B-25 Bomb Bay	\$10.75
E48267	Mi-24 Hind Interior	\$10.75
E48270	F4U-1D Corsair	\$9.00
E48271	Mosquito FB Mk VI	\$9.00
E48275	Typhoon Mk 1B	\$10.75

KENDALL detail conversion sets

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KMC48-4017	F-4E Phantom Update Set	\$20.98
KMC48-4019	F4F-3 Wildcat Update Set	\$22.98
KMC48-4022	F-105D Thunderchief Update Set	\$17.98
KMC48-4023	Bf 109E3 Update Set	\$12.98
KMC48-4024	A-1H Skyraider Update Set	\$16.98
KMC48-5009D	He 111 Control Surfaces	\$13.00
KMC48-5037D	MiG-15 Bis Control Surfaces	\$7.00
KMC48-5044D	T33/F80 Jet L & R Intakes	\$5.00
KMC48-5052D	F-4 Phantom Pylon Set	\$9.00
KMC48-5057D	F-86 Sabre Control Surfaces	\$10.00
KMC48-5085D	P-47D Razorback Conversion	\$9.00
KMC48-5092	Crusader F-8 Control Surfaces	\$10.00
KMC48-5095	F-4F Phantom Unslotted Stabs	\$5.00
KMC48-6014D	F4F-4 Wildcat Cockpit Set	\$10.00
KMC48-6021	F-8 Crusader Cockpit Set	\$10.00
KMC48-6023	F-4F Phantom Cockpit Set	\$15.00
KMC72-7009D	TBF1/C Avenger Control Surfaces	\$8.00
KMC72-7010D	Hurricane Mk. 1 Update Set	\$10.00
KMC72-7011D	P-51D Mustang	\$18.00
KMC72-7012D	F-4J Phantom Update Set	\$16.00
KMC72-7013D	F-4 Phantom Intake Set	\$5.00
KMC72-7022	F-8 Crusader Update Set	\$14.00

MODEL ART conversion kit

MA72001	Fouga CM175 Zephyr Set (Heller)	\$49.95
MA72002	North American F86-K Sabre Conversion	\$49.95
MA72003	French AF Ground Power Unit (1970+)	\$19.95

MODEL ART decals

MAD48001	Mirage 2000C Alsace, Vendee, Ile de France, Cote D'Argent	\$9.75
MAD48002	Westland Wyvern S.4; SBD-5 Dauntless; Dewoitine D.520	\$9.75
MAD48004	British Post-War "D" Type Roundels	\$9.75
MAD48005	Grumman Avenger; Breguet 693	\$9.75
MAD48006	Vought F4U-7 Corsair; Dewoitine D.520; Vought 156F	\$9.75
MAD48007	Grumman F6F-5 Hellcat; Douglas C-47	\$9.75
MAD48008	"N.A. T-6G, SNJ-4; Bloch MB174"	\$9.75
MAD72002	"Mirage 2000C; Meteor TT.20, NF.11, F4"	\$8.25
MAD72018	"Fairey Gannet AS.1, ECM.6; Douglas A-26 Invader"	\$8.25
MAD72022	France 1938-42 (Roundels & Stripes)	\$8.25
MAD72023	Grumman Avenger; Supermarine Scimitar	\$8.25
MAD72024	F4U-7; Nord 1101; Tucano; Sea Vixen Mk 1 & 2	\$8.25
MAD72025	D.520; Breguet 693; Latecoere 298	\$8.25
MAD72026	Hawker Sea Hawk; Grumman F6F-5	\$8.25
MAD72027	Sea Venom; Pilatus P-3; Breguet Alize	\$8.25
MAD72028	Alpha Jet; Pilatus PC-7; Aermacchi AMX	\$8.25
MAD72029	"DH Sea Vixen; N.A. T-6G, SNJ-4"	\$8.25
MAD72G02	Dayglo Orange	\$3.25

MODEL DESIGN CONSTRUCTION

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MDCA4802	German Gunsights	\$4.75
MDCA4803	Rudder Pedals	\$5.75
MDCA4804	Fw 190D9 Cockpit Set.....	\$11.50
MDCV4801	Turbinlite Boston/Havoc A20	\$29.95
MDCV4802	Boulton Paul 12 Gun Nose (A20 B/H)	\$24.95
MDCV4803	Night Intruder Boston/Havoc A20	\$19.95
MDCV4805	TBM-3W (TBM-3 Avenger).....	\$39.95
MDCV4806	"TBM-3S (US, Japan, Netherlands, France)"	\$14.95
MDCV4807	TBM-3S (Canada).....	\$14.95
MDCV4808	Avenger AS Mk6 FAA	\$19.95
MDCV4811	Tempest II (Eduard)	\$29.95

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MDCV4812	Tempest VI (Eduard)	\$19.95
MDCV4815	Spitfire MkV Float Plane Conversion	\$39.95
MDCV4816	Sea Hurricane	\$11.50
MDCV4817	Harvard I	\$32.95
MDCV4818	Ju 88 A4 Fin & Rudder	\$10.50
MDCV4820	Ju 88 A4 Round Fin	\$10.50
MDCV4821	Ju 88 Main Wheels	\$7.95
MDCV4822	Mosquito Control Surfaces	\$15.95
MDCV4823	Seafire Mk Ib Conversion	\$11.50
MDCV4824	Seafire Mk II Conversion	\$26.95
MDCV4825	Spitfire C Wing	\$16.95
MDCV4826	Seafire Mk III Conversion	\$26.95

PARAGON DESIGNS

etched brass & resin conversions & accessories

P32001	P-51D Cockpit Interior (Hasegawa)	\$24.25
P32002	P-51D Flaps	\$10.00
P32004	SJU-5 (F-18) Ejection Seat	\$12.00
P32005	F/A-18 AN/AAS-38 FLIR Pod	\$12.00
P32006	F/A-18 AN/ASQ 173 LST/SCAM Pod	\$12.00
P32007	F/A-18 Bulged Wheels	\$14.00
P32008	F/A-18 Drop Tank	\$14.00
P32010	MB Mk7 (F-4 Phantom) Ejection Seats	\$24.25
P32011	Mosquito 2-stage Merlin Nacelles	\$34.25
P32012	Mosquito FB VI Fighter Conv+Full Cockpit Int.	\$50.75
P32013	Mosquito FB XVIII 'Molins' Conv+Full Cockpit Int.	\$50.25
P32014	Mosquito Bomber Canopy (Teardrop Sides)	\$8.00
P32015	Mosquito Bomber Canopy (Bulged)	\$8.00
P32016	Mosquito P.R. Canopy	\$8.00
P32017	Mosquito Bulged Bomb Bay	\$17.00
P32018	Mosquito Bulged Camera Bay	\$17.50
P32019	Mosquito Flaps	\$24.25
P32020	Mosquito Paddle Blade Props	\$12.00
P32021	Mosquito 50 gal Drop Tanks x 2	\$14.00
P32022	Mosquito 100 gal Drop Tanks x 2	\$16.00
P32023	8xRAF 60lb Rockets 7 Rails2	\$26.25
P32024	RAF Tornado Laser Range Seeker	\$6.00
P32025	Tornado Flaps & Slats	\$50.25
P32026	Tornado JP 233's x 2	\$52.50
P32027	Tornado 'Hindenburg' Drop Tanks x 2	\$46.50
P32028	MB Mk 10 Seats x 2	\$24.25
P32029	Spitfire 5-spoke Bulged Wheels	\$6.75
P32030	Spitfire Prototype Conversion	\$26.25
P32031	Spitfire Mk VIII Conversion	\$44.25
P32032	Typhoon Mk 1b Conv w/8 x Undrwg Rockt	\$44.25
P32034	Mosquito 5-spoke Treaded Bulge	\$16.00
P32035	Mosquito Plain Hub Bulged Wheels	\$16.00
P32036	Spitfire Mk IX Conversion	\$44.25
P32037	Tornado 'Sky-Shadow' ECM Pod	\$12.00
P32038	Tornado Access Ladder	\$12.00
P32039	Spitfire Mk XII Conversion	\$40.25
P32040	MB Mk2H Eject Seat	\$11.50
P32041	MB Mk3H Eject Seat	\$11.50
P48004	RAF Tornado Wing & Fuselage Py	\$11.00
P48006	F-111 F Afterburners	\$12.00
P48007	Tornado Flaps & Slats (Italeri)	\$26.25
P48008	Tornado Afterburners	\$8.00
P48009	2x Tornado MB Mk10 Seats	\$9.50
P48010	Tornado BOZ 107 & Skyshadow Pods	\$11.00
P48011	Tornado Bulged Wheels	\$6.75
P48012	F-111 A/D/E/F/G/EF-111 Flaps/Slats	\$40.25
P48014	B-17E/G Prop Gov/Wing Intakes	\$8.75
P48015	Ju88 FuG240 Berlin Nose&Rudder Ext(Drgn)	\$10.00
P48016	Ju88 FuG 350 Covered Morgenstern/Rudder	\$10.00
P48017	Ju 88 G-10 Fuselage/Rudder Extn	\$15.50
P48018	Ju 88 Mistel S3C Conversion	\$28.25
P48019	P-51 D/K Flaps (Hasegawa)	\$8.75
P48020	Tornado Front Fin Correction (Italeri)	\$6.00
P48021	Tornado F3 Wing Pylon, AIM-9 Rails, Chaff Dispensers	\$10.00
P48022	6 x 0.50" Brownings (Fixed Type)	\$6.75
P48023	6 x 0.50" Brownings (Flexible)	\$6.75
P48024	F-4-1 Conv P-38E Airframe (Hasegawa)	\$8.25
P48025	F-4-A Conv P-38 E/F Airframe (Hasegawa)	\$6.75
P48026	F-5-A/B Conv P-38 G/H/J (Hasegawa)	\$6.75
P48027	F-5-C/E Conv P-38 J/L (Hasegawa)	\$7.00
P48028	F-5-G Conv P-38 L (Hasegawa)	\$9.00
P48029	P-38 Droopsnoot Conversion	\$9.50
P48030	P-38 BTO Pathfinder Conv	\$9.50
P48031	P-38 M Nightfighter Conv	\$10.00
P48032	P-38 Flaps - inc EB pts	\$14.00
P48033	P-38 Open Gun Bay (Hasegawa)	\$11.50
P48034	2 x Jaguar MB Mk9 Ejection Seats	\$9.50
P48035	"Jaguar Aftburnrs,Chaff Disp,Cannon Bulges"	\$9.00
P48036	Jaguar Flaps & Slats	\$11.00
P48037	Jaguar Bulged Wheels	\$6.75
P48038	Jaguar Vinten Recce Pod	\$9.00
P48039	Mosquito 0.303" & 20mm Open Gun Bays (Airfix)	\$18.00
P48040	Mosquito Flaps (Airfix)	\$8.75
P48041	Mosquito Molins Conv 'Tse-Tse' (Airfix)	\$6.75
P48042	Mosquito Two-Stage Merlins (Ai1	\$16.00
P48043	Mosquito Universal Radome	\$8.00
P48044	"Mosquito Ash" Thimble Radome"	\$6.00
P48045	Me110 C-G Open Nose Gun Bay	\$11.00
P48048	PB-1W Conversion (B-17G)	\$28.25
P48049	YB-40 Gunship Conversion (B-17F)	\$30.25
P48050	B-17 BTO 'Mickey' Radome	\$6.75
P48051	B-17E Conversion	\$28.25
P48052	B-17 Crew Access Door	\$7.00
P48053	S-3 Viking Bulged Wheels	\$6.75
P48054	2 x Buccaneer Mk 6 Seats	\$9.50
P48056	270L Fw 190 Overwing Fuel Tanks x 2	\$9.50
P48059	SB-29 Conversion	\$36.25
P48061	B-29 hamilton Standard Props x 4	\$18.00

P48064	Do335B4 Extn 'Heinkel' Wing Tip Conv	\$28.25
P48065	Do.335 B6 Night Fighter Conver	\$28.25
P48069	Mosquito Narrow Blade Props/Spinners	\$8.00
P48071	Mosquito NF XV Conv (Airfix)	\$34.25
P48072	Sea Mosquito TR33	\$16.00
P48073	Mosquito P.R. Canopy	\$4.50
P48074	Mosquito Bulged Bomb Bay	\$7.50
P48075	Mosquito Bulged Camera Bay	\$8.00
P48077	Mosquito 50 gal Tanks	\$4.50
P48078	Mosquito 100 gal Tanks	\$5.00
P48079	F-105 Thunderchief Flaps/Slats	\$12.50
P48080	F-105 Thunderchief Open Gun Bay	\$7.25
P48081	Ju88 H-2 Conversion (Dragon)	\$30.25
P48082	Buccaneer Flaps	\$5.50
P48083	Buccaneer Bulged Wheels	\$6.75
P48084	MiG 21 Recce Pod Type 'D'	\$11.50
P48085	MiG 21 Recce Pod Type 'R'	\$11.50
P48086	F-4 Phantom Flaps	\$6.00
P48089	Israeli RF-4ES 'Peace Jack' No	\$10.25
P48092	RAF 100 Group Lancaster Conv;	\$11.00
P48093	RAF 100 Group B-17G & B-24J/M	\$17.50
P48094	A-6 Intruder/EA-6 Prowler Flaps/Slats/ Wing Tip Air Brakes (Mon/Rev)	\$28.75
P48096	A-26 Invader Six-Gun Nose	\$9.50
P48098	A-26 Invader Open Gun Bay (8-Gun Nose)	\$15.50
P48099	A-26 Invader 'Pathfinder' Nose	\$8.75
P48100	A-26 Invader Flaps	\$13.50
P48101	A-26A/B-26K Counter Invader Conv w/EBpts	\$40.25
P48102	A-26 Invader Lower Turret	\$6.75
P48103	B-17 Flaps	\$18.00
P48104	B-17 Open Bomb Bay	\$30.25
P48105	B-17G Cheyenne Tail Turret (Mo	\$7.25
P48107	S-3 Viking Flaps/Slats	\$29.75
P48109	P-47 Open Gun Bays	\$11.00
P48110	P-51 B/C Mustang III	\$26.25
P48111	Do-335A Bulged Wheels	\$7.50
P48112	Mosquito Erly Style 5spoke Bulged w/Tread	\$7.50
P48113	Mosquito Plain Hub Bulged Wheels w/Tread	\$7.50
P48114	Spitfire Prototype Conversion	\$14.00
P48118	RAAF Lincoln M.R. 31 Nose Extn	\$15.00
P48119	Lincoln 'Saddle' Radome w/Scanner	\$9.00
P48121	Lancaster Narrow Blade Props x 4	\$14.00
P48122	Lancaster Unshrouded Exhausts x 8	\$10.00
P48124	Lancaster Flaps	\$32.25
P48128	F-18 Bulged Wheels	\$6.75
P48129	Lancaster Bulged Wheels	\$14.00
P48130	HIAC 1 LOROP Recce Pod (RF-4)	\$20.00

P48096	A-26 Invader Six-Gun Nose	\$9.50
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P48099	A-26 Invader 'Pathfinder' Nose	\$8.75
P48100	A-26 Invader Flaps	\$13.50
P48101	A-26A/B-26K Counter Invader Conv w/EBpts	\$40.25
P48102	A-26 Invader Lower Turret	\$6.75
P48103	B-17 Flaps	\$18.00
P48104	B-17 Open Bomb Bay	\$30.25
P48105	B-17G Cheyenne Tail Turret (Mo	\$7.25
P48107	S-3 Viking Flaps/Slats	\$29.75
P48109	P-47 Open Gun Bays	\$11.00
P48110	P-51 B/C Mustang III	\$26.25
P48111	Do-335A Bulged Wheels	\$7.50
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P48113	Mosquito Plain Hub Bulged Wheels w/Tread	\$7.50
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P48121	Lancaster Narrow Blade Props x 4	\$14.00
P48122	Lancaster Unshrouded Exhausts x 8	\$10.00
P48124	Lancaster Flaps	\$32.25
P48128	F-18 Bulged Wheels	\$6.75
P48129	Lancaster Bulged Wheels	\$14.00
P48130	HIAC 1 LOROP Recce Pod (RF-4)	\$20.00

P48096	A-26 Invader Six-Gun Nose	\$9.50
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P48099	A-26 Invader 'Pathfinder' Nose	\$8.75
P48100	A-26 Invader Flaps	\$13.50
P48101	A-26A/B-26K Counter Invader Conv w/EBpts	\$40.25
P48102	A-26 Invader Lower Turret	\$6.75
P48103	B-17 Flaps	\$18.00
P48104	B-17 Open Bomb Bay	\$30.25
P48105	B-17G Cheyenne Tail Turret (Mo	\$7.25
P48107	S-3 Viking Flaps/Slats	\$29.75
P48109	P-47 Open Gun Bays	\$11.00
P48110	P-51 B/C Mustang III	\$26.25
P48111	Do-335A Bulged Wheels	\$7.50
P48112	Mosquito Erly Style 5spoke Bulged w/Tread	\$7.50
P48113	Mosquito Plain Hub Bulged Wheels w/Tread	\$7.50
P48114	Spitfire Prototype Conversion	\$14.00
P48118	RAAF Lincoln M.R. 31 Nose Extn	\$15.00
P48119	Lincoln 'Saddle' Radome w/Scanner	\$9.00
P48121	Lancaster Narrow Blade Props x 4	\$14.00
P48122	Lancaster Unshrouded Exhausts x 8	\$10.00
P48124	Lancaster Flaps	\$32.25
P48128	F-18 Bulged Wheels	\$6.75
P48129	Lancaster Bulged Wheels	\$14.00
P48130	HIAC 1 LOROP Recce Pod (RF-4)	\$20.00

PJ PRODUCTIONS

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PJ481102	RAF Pilot seated (WWII)	\$5.25
PJ481103	RAF Fighter Pilot seated (WWII)	\$5.25
PJ481104	US Navy Fighter Pilot seated (WWII)	\$5.25
PJ481105	German Fighter Pilot seated (WWII)	\$5.25
PJ481106	Japanese Fighter Pilot seated (WWII)	\$5.25
PJ481107	Hawker Hunter F58 Conversion	\$23.50
PJ481108	Hawker Hunter FR10 Conversion	\$15.50
PJ481109	Hawker Hunter GA11 Conversion	\$13.95

REHEAT MODELS

etched brass & resin accessories and figures

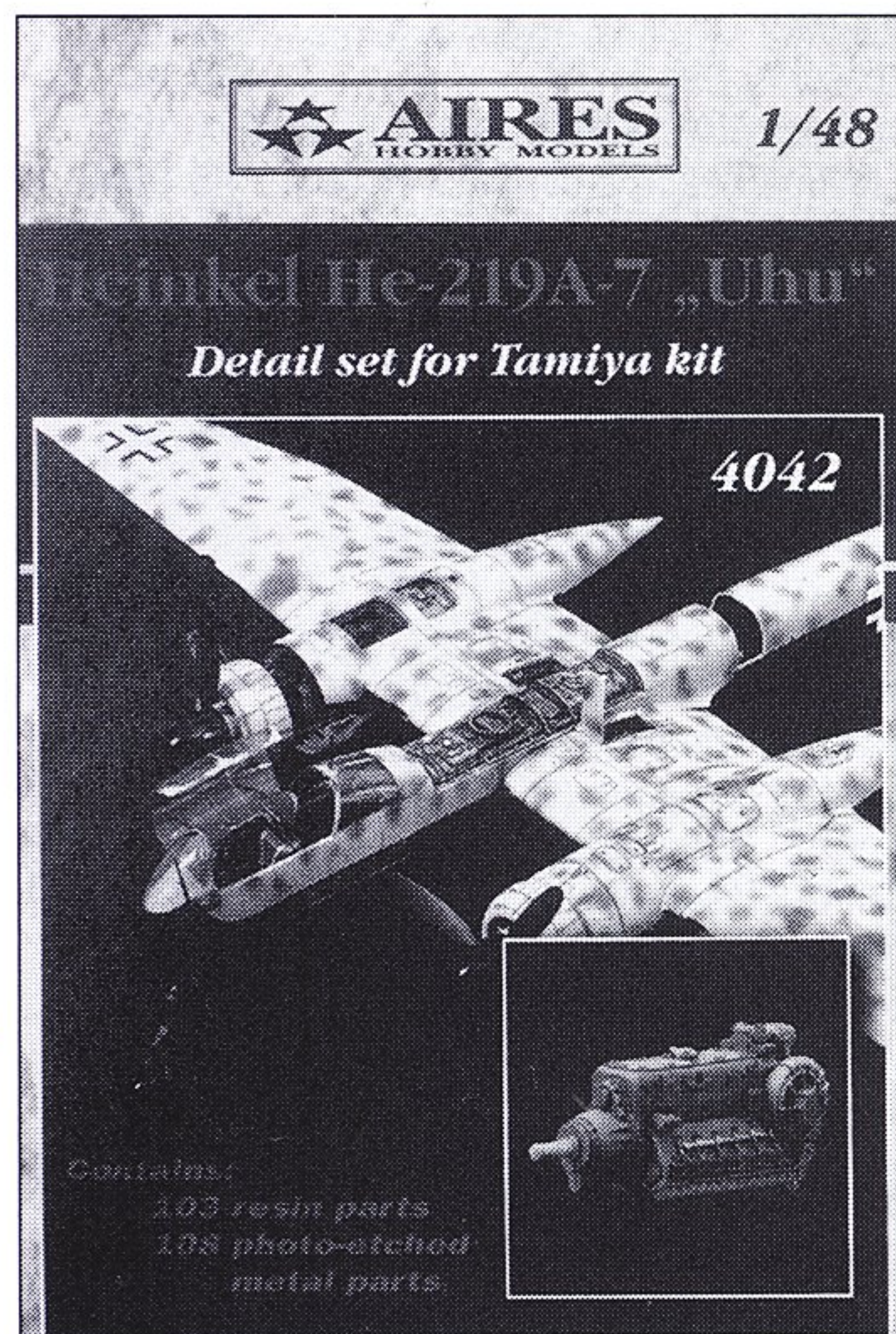
RH001	Aces II Ejection Seat (1:32)	\$12.35
RH002	Seat Buckle/Harness pk; Mod/Vin(1:72)	\$7.25
RH003	Seat Buckle/Harness pk; Modrn&Vint(1:48)	\$6.00
RH004	Buckle/Harness Pack; Mod/Vin (1:32)	\$6.00
RH006	Modern USAF Fighter Pilot (1:32)	\$11.95
RH007	Modrn Luftw Tornado Crew, 2 figures(1:32)	\$20.00
RH008	A/C Instrumnt Dials; Modrn&Vint; Waterslide Decals(1:72)	\$6.00
RH009	A/C Instrumnt Dials; Mod/Vin; Waterslide Decals(1:48)	\$6.00
RH010	A/C Instrumnt Dials; Mod/Vin (1:32)	\$6.00
RH016	RAF Tornado Crew; 2 figures (1:32)	\$20.00
RH017	F-104 Starfighter Pilot w/MC.2. pressure suit (1:32)	\$11.95
RH018	F-14 Tomcat Crew; 2 figures (1:32)	\$20.00
RH019	RAF Harrier Pilot w/NBC gear(1:32)	\$11.95
RH020	F-86 Sabre Pilot; USAF Korea(1:32)	\$11.95
RH022	Instrumnt Bezels; Vint; 92 pcs;(1:48)	\$7.25
RH023	Instrumnt Bezels; Vintage; 62 pcs (1:32)	\$7.25
RH024	Instrumnt Bezels; Modrn; 159 pcs (1:72)	\$7.25
RH025	Instrumnt Bezels; Modrn; 170 pcs;(1:48)	\$7.75
RH026	Instrumnt Bezels; Modrn; 96 pcs (1:32)	\$7.25
RH027	Multiple Bezels; Modrn&Vint; (1:72)	\$7.25
RH028	Bezels; Mod/Vin (1:48)	\$7.25
RH029	Multiple Bezels; Modrn&Vint; (1:32)	\$7.25
RH030	Radar Screen & CRT Displays; (1:72)	\$7.25
RH032	Radar Screen & CRT Displays; (1:32)	\$9.00
RH033	Cockpit Switch Consoles; 118 panels; (1:72)	\$7.25
RH034	Cockpit Switch Consoles; Mon/Vin (1:48)	\$7.25
RH035	Cockpit Switch Consoles; Mod/Vin (1:32)	\$8.25
RH037	WWII Luftwaffe Fighter Pilot(1:32)	\$11.95
RH038	USAAF Fighter Pilot; Europe WWII(1:32)	\$11.95
RH042	A/C Rudder Pedals; Modrn&Vint(1:72)	\$7.75
RH043	A/C Rudder Pedals;Modrn&Vint;etchd(1:48)	\$7.75
RH044	A/C Rudder Pedals;Modrn&Vint;etchd(1:32)	\$8.25
RH045	Cockpit Trim Wheels/Levers; (1:72)	\$8.25
RH046	T Cockpit Trim Wheels & Levers (1:48)	\$8.25
RH048	A/C Canopy Details; Vintage; (1:72)	\$8.25
RH049	A/C Canopy Details; Vintage; (1:48)	\$8.25
RH051	A/C Canopy Details; Modern; (1:72)	\$8.25
RH052	A/C Canopy Details; Modern; (1:48)	\$8.25
RH053	A/C Canopy Details; Modern; (1:32)	\$10.00
RH070	Luftw Accessory; seats,sights,ammo (1:72)	\$10.00
RH071	"Luftw Accessory;seats,sights,ammo(1:48)	\$11.95
RH072	RAF/FAA Accessory;sights,pedals,ammo(1:72)	\$10.00

RH073	RAF/FAA Accessory;sights,pedals,ammo(1:48)	\$11.95
RH074	USAAF/USN Accessory;seats,sights,ammo(1:72)	\$10.00
RH075	USAAF/USN Accessory;seats,sights,ammo (1:48)	\$11.95
RH076	Seversky P-35 Detail for Hobbycraft; (1:48)	\$10.00
RH078	F-100D/F Detail for Esci/Ertl/AMT; (1:72)	\$18.00
RH080	P-51B/C Mustang Detail for Haseg (1:48)	\$10.00
RH081	P-51D/K Mustang Detail for Acad/Mini (1:72)	\$10.00
RH084	Dornier 335 Set for Dragon sing & tw seat (1:72)	\$11.95
RH085	Arado 234C Detail for Dragon; etched (1:72)	\$10.00
RH086	P-38J/L Lightning Detail for Hasegawa (1:48)	\$13.25
RH089	Spitfire F XIV-PR XIX Detail for Fujimi; (1:72)	\$11.95
RH090	MiG-29A Fulcrum Detail (1:48)	\$14.00
RH093	USAAF Fighter Pilots;WWII Europe;3 (1:48)	\$11.25
RH098	Ju87 Stuka Interior Detail; (1:48)	\$11.95
RH099	Ju87 Stuka Exterior Detail (1:48)	\$14.00
RH109	Japanese Accessory Set; (1:72)	\$10.00
RH110	Japanese Accessory Set; (1:48)	\$11.95
RH115	Soviet K36 Ejection Seats; 2 per pack (1:48)	\$8.15
RH116	Luftwaffe Desert Pilots; 3 figures (1:48)	\$11.25
RH121	Luftwaffe Bomber Crew; 5 pc (1:48)	\$15.25
RH122	Phantom Ejection Seats (1:32)	\$21.25
RH124	USAF Pressure Suited Pilots (1:48)	\$11.25
RH125	USAF F-4 Phantom Crew; 70's-80's; 2 (1:32)	\$20.00
RH127	Remove Before Flight Flags;84 pc (1:72)	\$10.00
RH128	Remove Before Flight Flags;70 pc (1:48)	\$11.00
RH129	Remove Before Flight Flags;52 pc (1:32)	\$11.95
RH130	A/C Data Placards;Waterslide Decals; (1:72)	\$6.00
RH131	A/C Data Placards;Waterslide Decals; (1:48)	\$6.00
RH132	A/C Data Placards;Waterslide Decals; (1:32)	\$6.00
RH133	Modrn A/C Control Placards; (1:72)	\$6.00
RH134	Modrn A/C Control Placards; (1:48)	\$6.00
RH135	Modrn A/C Control Placards; (1:32)	\$6.00
RH136	Vintage A/C Control Placards; (1:72)	\$6.00
RH137	Vintage A/C Control Placards (1:48)	\$6.00
RH138	Vintage A/C Control Placards; (1:32)	\$6.00
RH139	F-4 Intake Covers; for TAMIYA (1:32)	\$8.75
RH140	Italian Pilots; WWII; Set of 3 (1:48)	\$11.25
RH143	RAF Pilots; WWII; 2 figures (1:32)	\$20.00
RH156	Aircraft Canopy Mirrors (1:72)	\$8.75
RH157	Aircraft Canopy Mirrors (1:48)	\$8.75
RH158	Aircraft Canopy Mirrors (1:32)	\$8.75
RH159	Ejection Seat Activators (1:72)	\$8.25
RH160	Ejection Seat Activators (1:48)	\$8.75
RH161	Ejection Seat Activators (1:32)	\$10.00
RH162	Cockpit Circuit Breaker Panels (1:72)	\$8.25
RH163	Cockpit Circuit Breaker Panels (1:48)	\$8.75
RH164	Cockpit Circuit Breaker Panels (1:32)	\$10.00

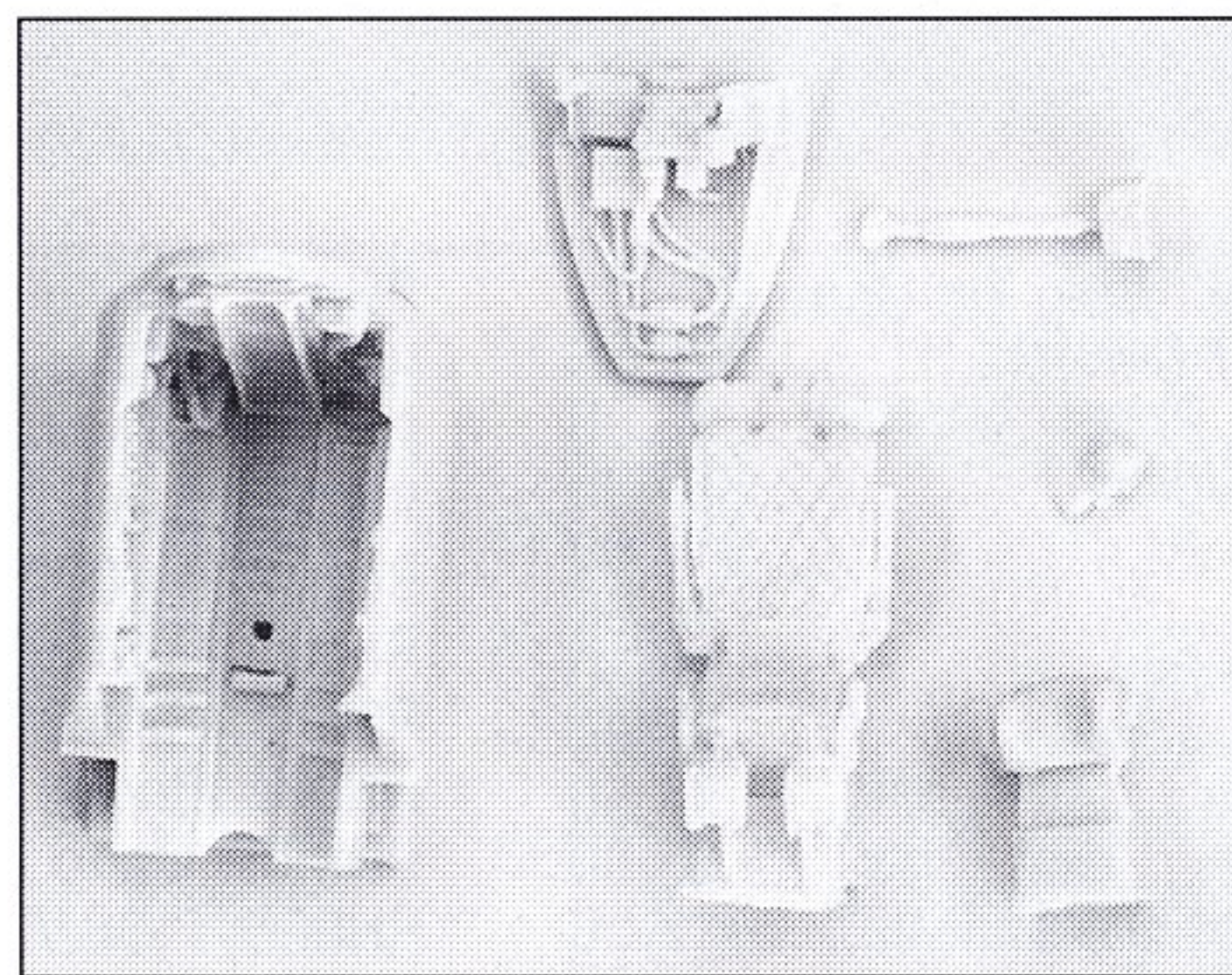
Aires Hobby Models

Subject: Heinkel He 219A-9 Uhu
Scale: 1/48th
Product No.: 4042
Type: Detail set
Designed for: Tamiya kit
Parts: Resin 94, Etched 106. Acetate 7
Price: £21.50

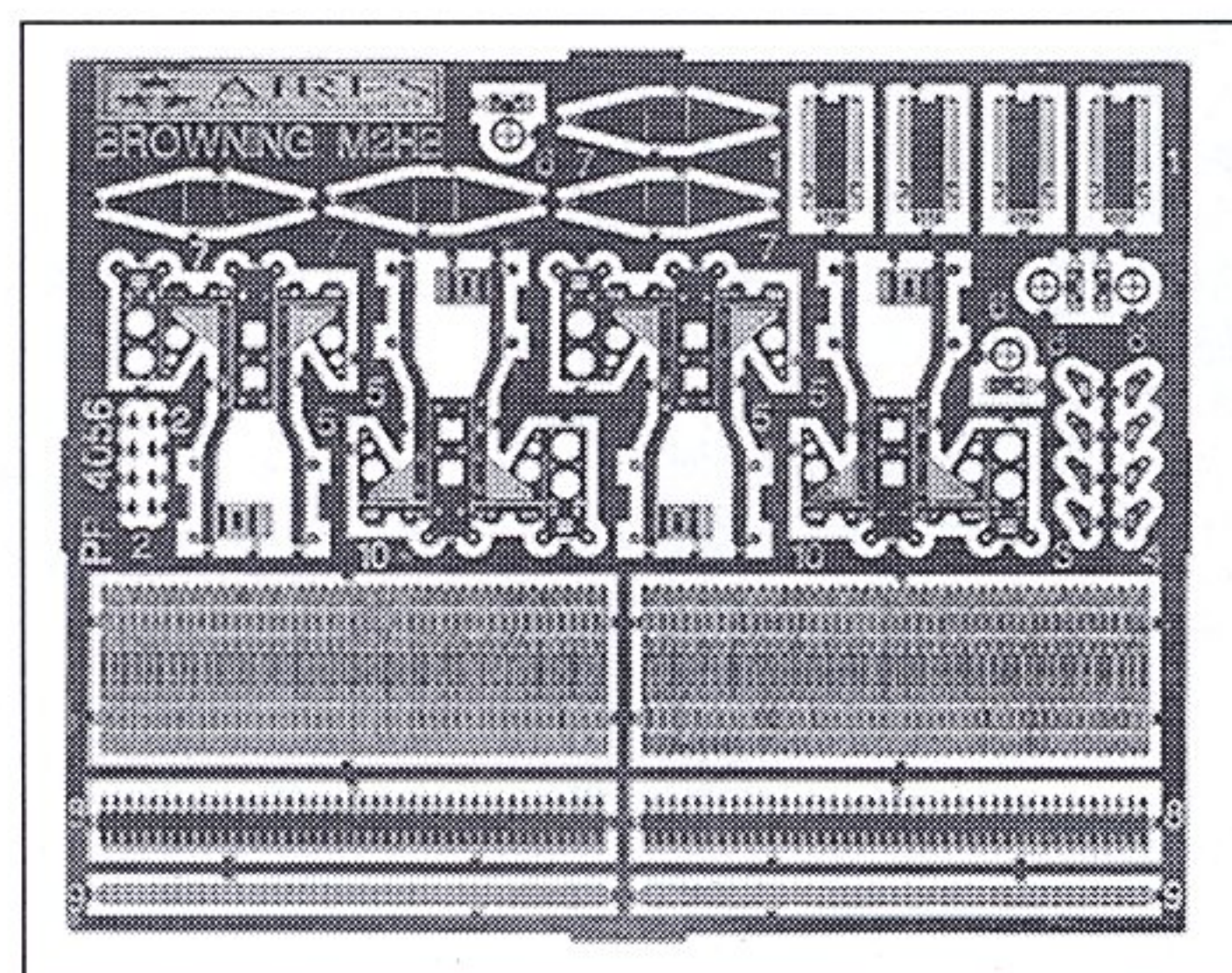
This is a very involved upgrade for the excellent Tamiya Uhu kit. The instruction sheet shows the updating in 32 stages, so that gives you some idea of what the set offers!



4042 (Heinkel He 219A-9 Uhu)

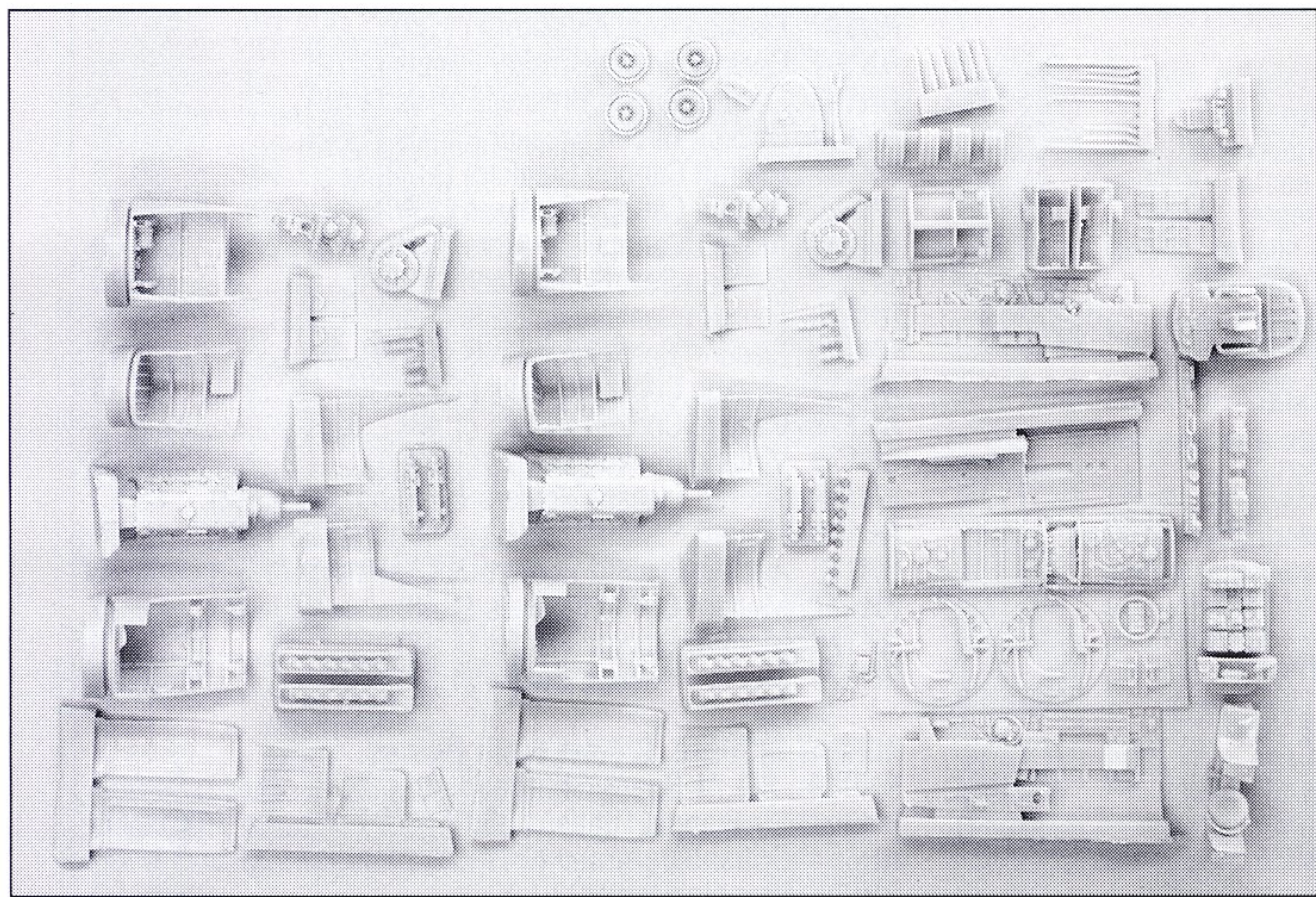


The resin parts from 4049 (MiG-21MF)

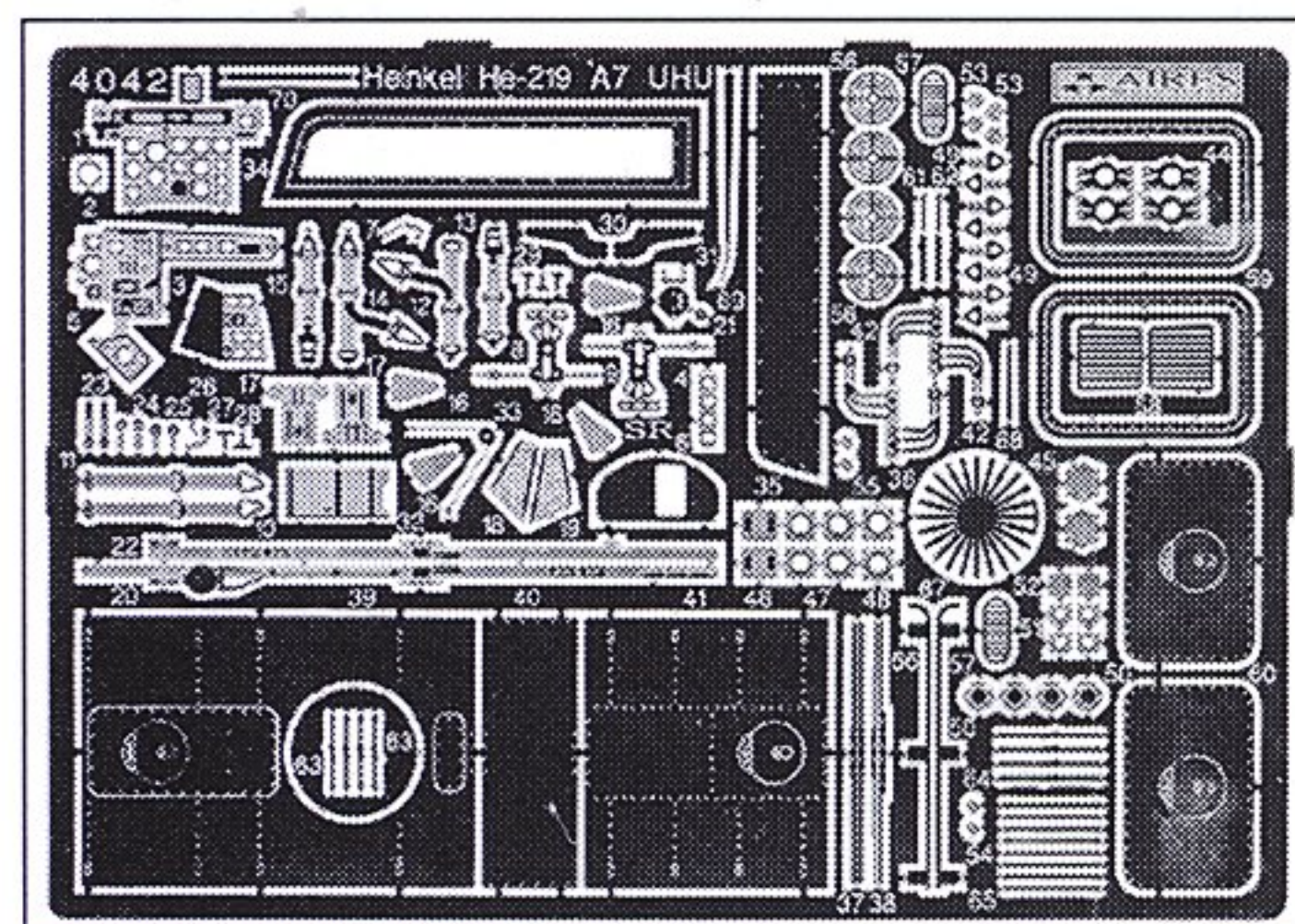


The etched parts from 4049

weight, you may be courting trouble! Two complete JUMO engines are included, along with a mass of associated pipework etc. The areas for each engine in the kit have to be cut away, as do various panels etc on the wings. Once you have added the engines, you can start work on the upward firing cannon, the new etched and acetate instrument panel in the cockpit, and the



The resin parts from 4042



The etched parts from 4042

The cockpit interior is completely updated, with new sidewalls, seats and harness, rudder pedals, control column, gunsight and blast shield. The set also includes a new floor and rear bulkhead, but considering that the Tamiya kit features a white metal floor/nose weight unit and this set does not offer any nose

exposed dorsal spine area. The final details are all etched and consist of the nose wheel linkage, radio antenna and DF loop, with the wheel hubs supplied as resin.

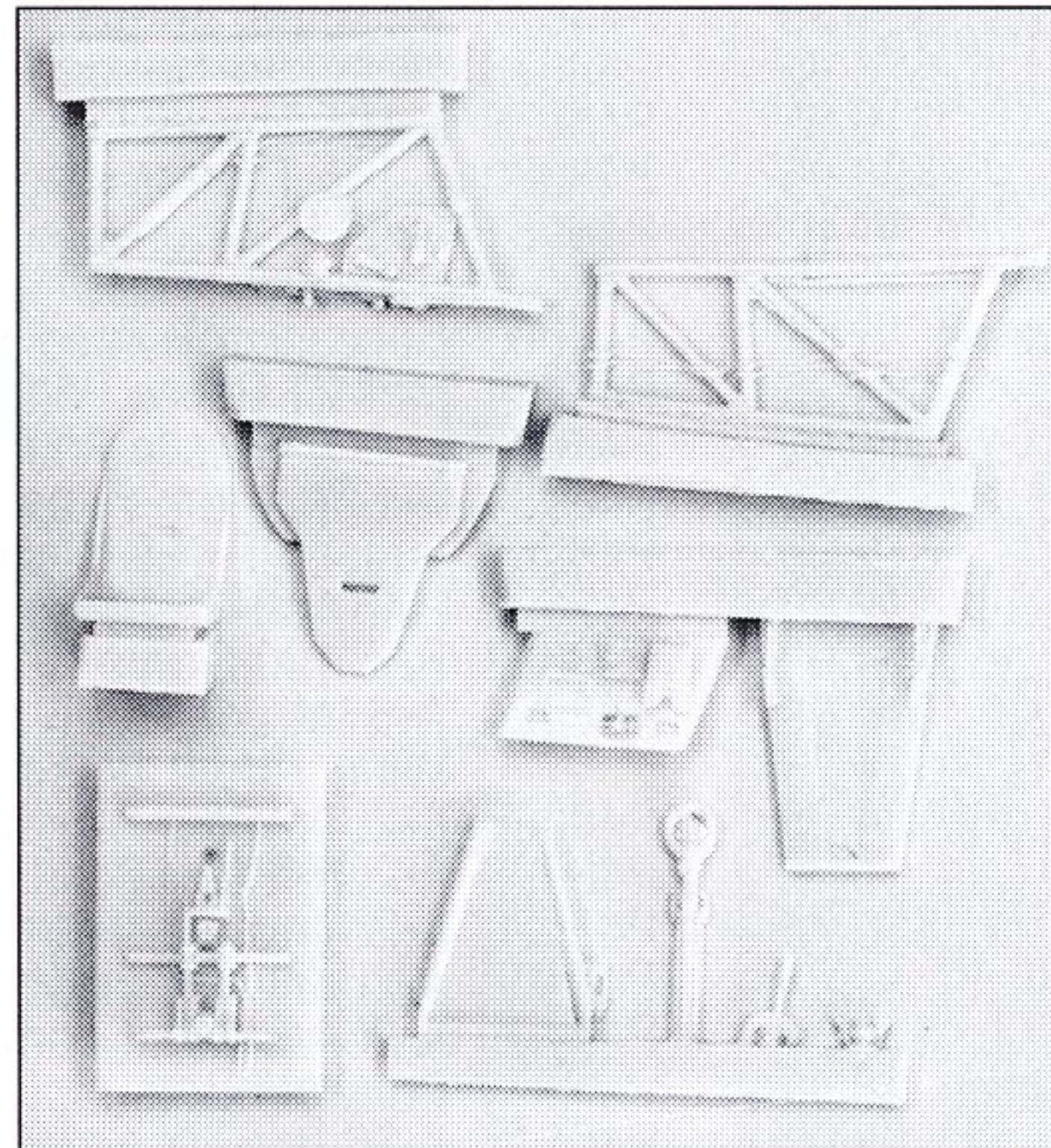
Subject: MiG-21MF
Scale: 1/48th
Product No.: 4049
Type: Cockpit set
Designed for: Academy kit
Parts: Resin 5, Etched 22. Acetate 3
Price: £5.60

This set offers a completely new cockpit area for the Academy kit. The main part is a resin 'tub' into which goes the new etched and acetate instrument panels, resin upper coaming and an excellent resin and etched SK-1 ejection seat. The final items are the rails for the cockpit sills

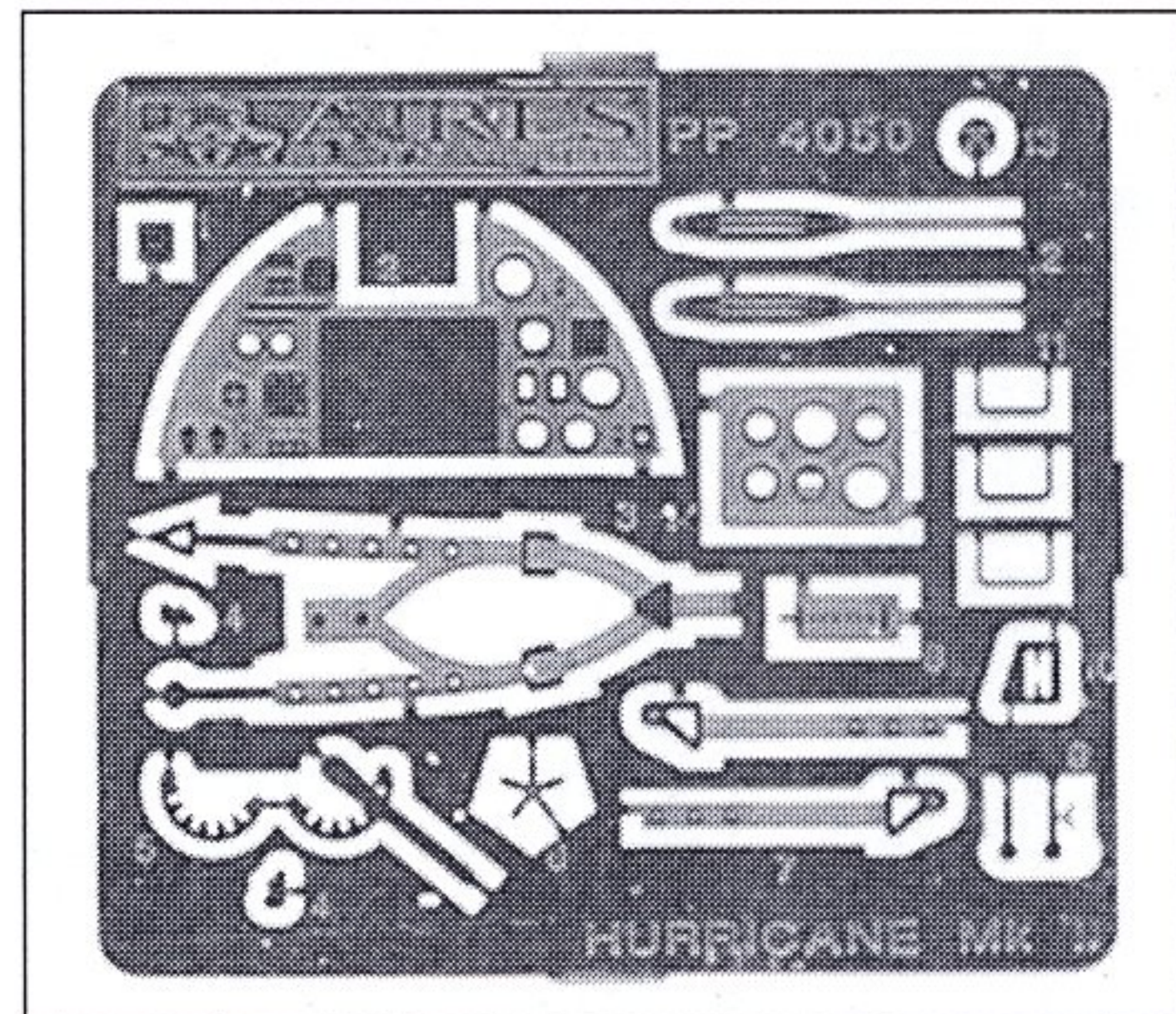
Subject: Hawker Hurricane Mk II
Scale: 1/48th
Product No.: 4050
Type: Cockpit set
Designed for: Hasegawa kit
Parts: Resin 11, Etched 21. Acetate 2

Price: £5.60

This offers a new interior for the Hasegawa kit(s). In resin you get a new seat, head armour, sidewall framework, floor and

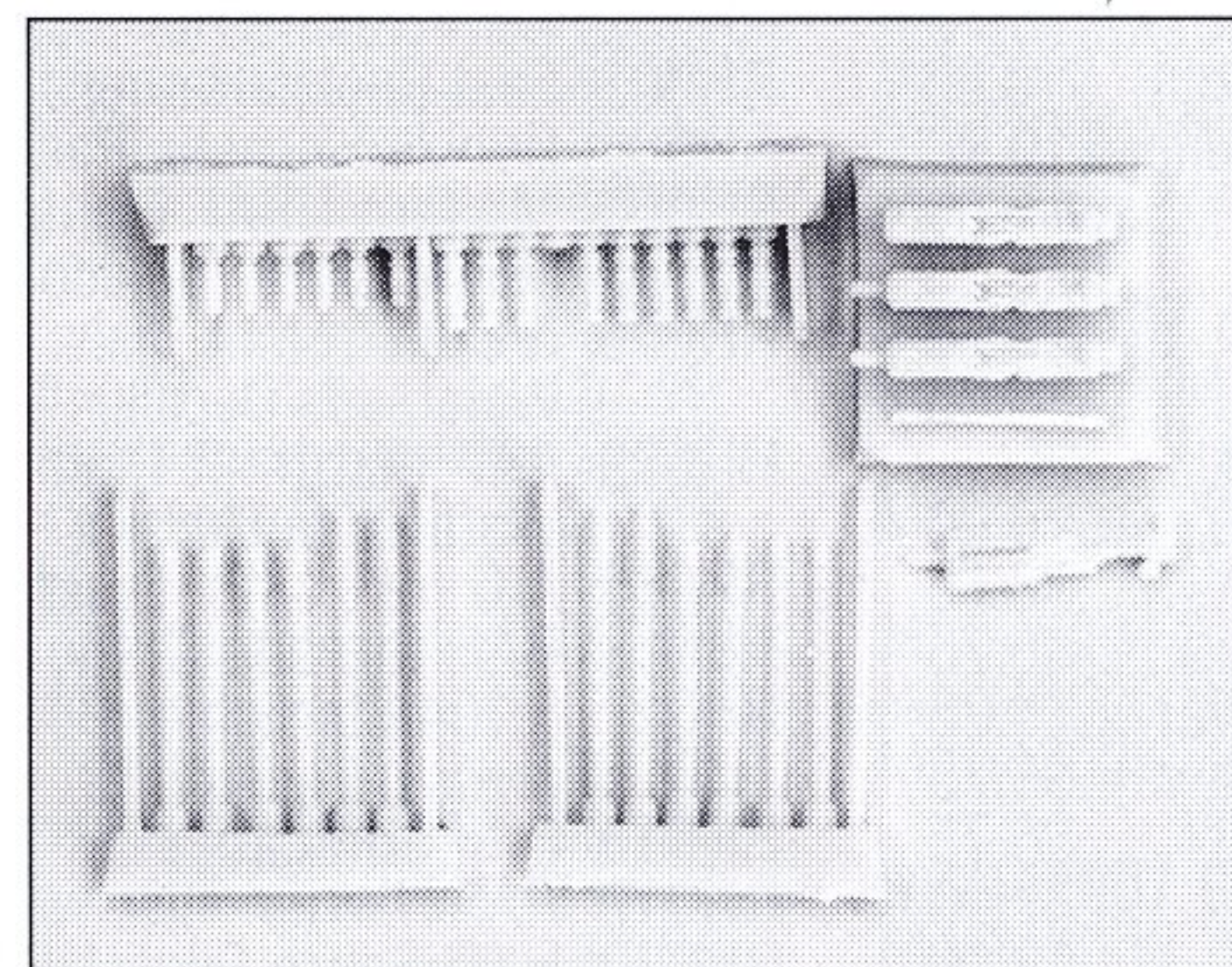


The resin pieces in 4050 (Hurricane)



The etched brass parts in 4050

rudder kick plates and a separate access/emergency door. In etched brass there is a new instrument panel (with acetate backing film), seat harness, rudder pedals and the grab handles inside the canopy.



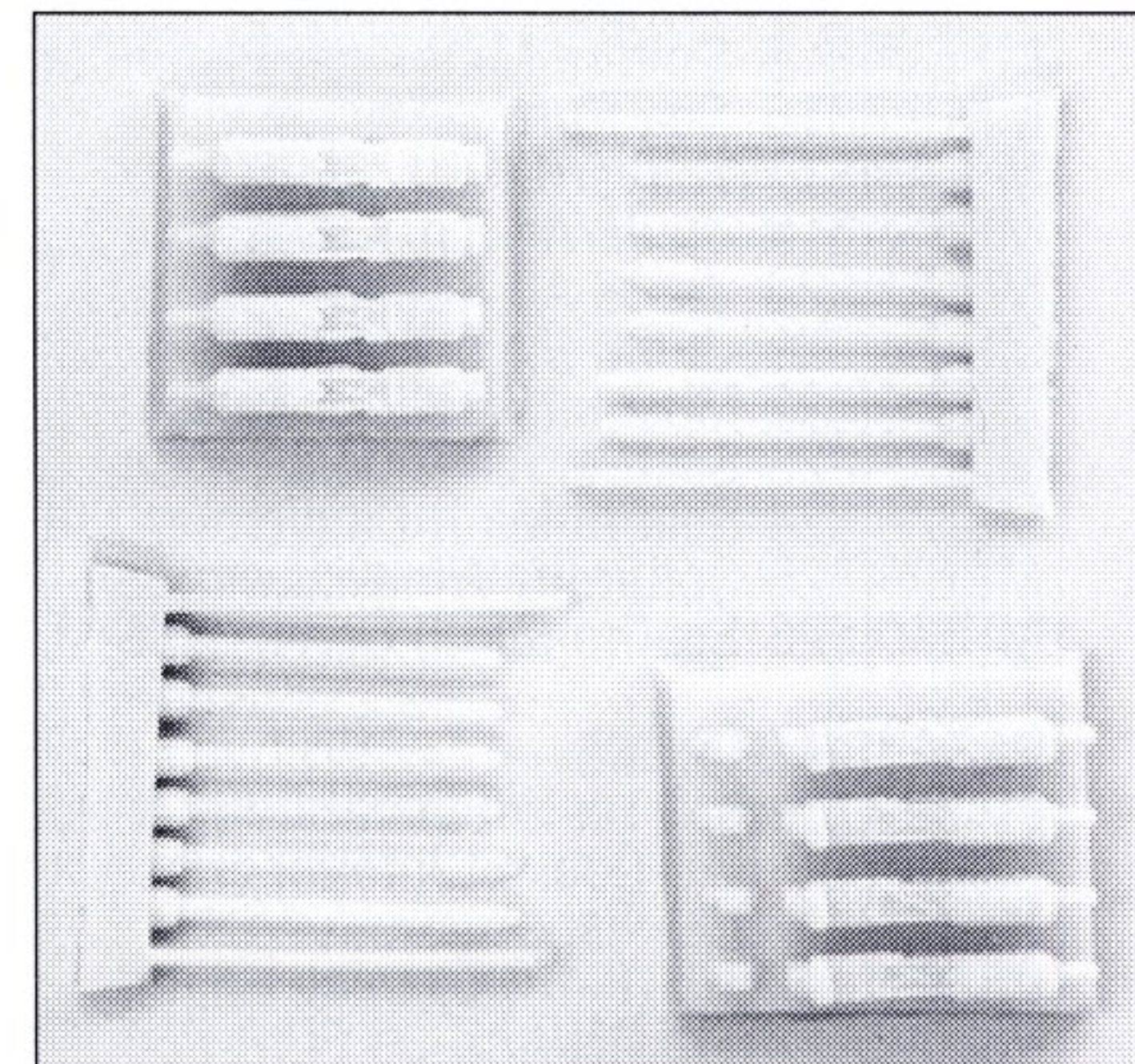
The resin parts from 4056 (Browning M2 .50 cal machine guns - waist mounted)

Subject: Browning M2 .50 cal machine guns - waist mounted
Scale: 1/48th
Product No.: 4056
Type: Accessory
Designed for: N/A
Parts: Resin 32, Etched 38

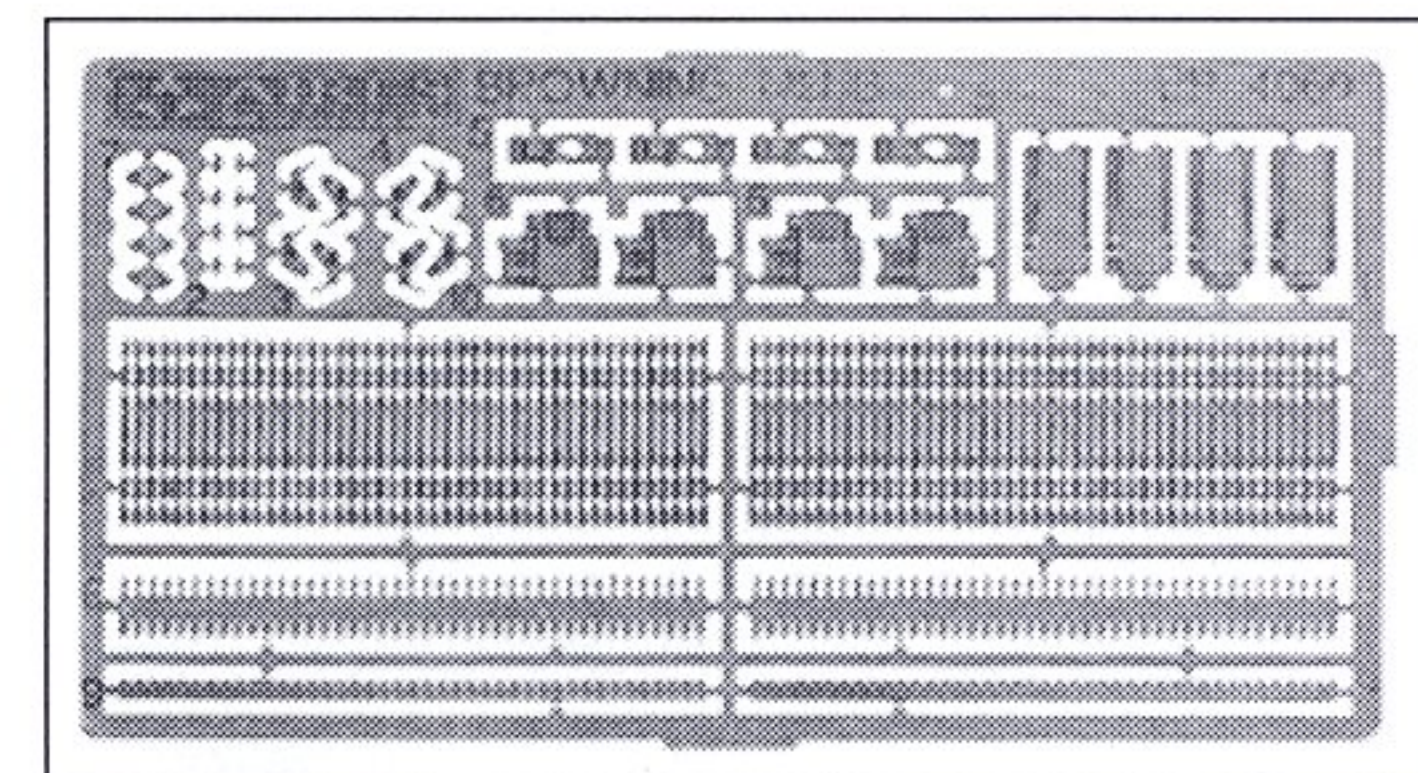
Price: £5.60

This set gives you four complete M2 Browning machine guns that are suitable for a number of WWII aircraft. Optional parts include two styles of barrel and the breech in the open or closed position. The main parts of each are in resin, but to these are added the etched brass support frame and mount. The most complex thing is that the

flexible ammo track is also included. These will require some careful folding, but most disappointing was that only two are included, when you get four guns!



The resin parts from 4060 (Browning M2 .50 cal machine guns - wing mounted)

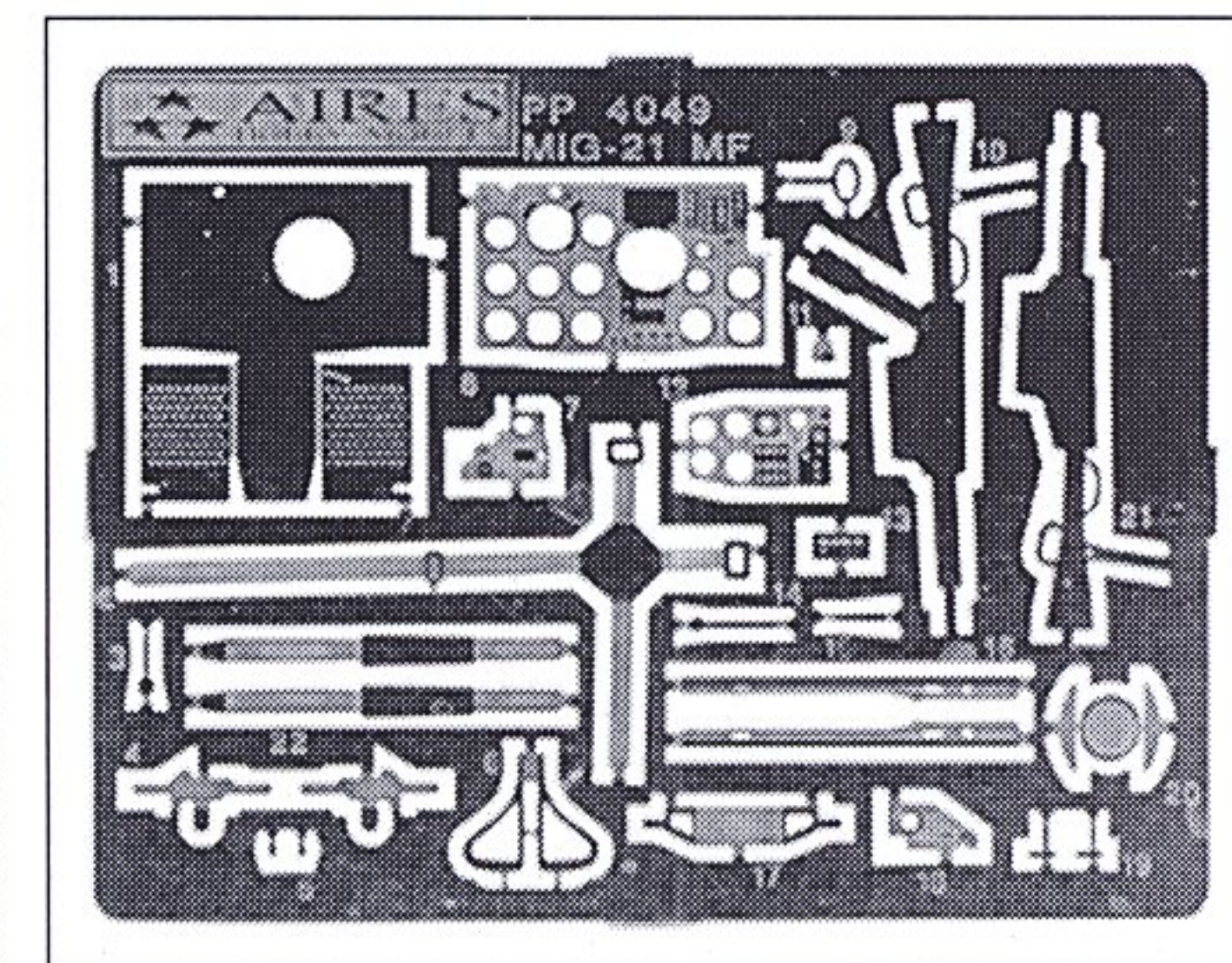


The etched pieces from 4060

Subject: Browning M2 .50 cal machine guns - wing mounted
Scale: 1/48th
Product No.: 4060
Type: Accessory
Designed for: N/A
Parts: Resin 24, Etched 38

Price: £5.60

This is similar to the previous set, although these are for wing installation. Once again it offers a number of options; three styles of barrel for either early or late versions, open or closed breech and left or right cocking lever and the flexible ammo track is included, but once again there are only two for the eight guns!



The etched pieces from 4056

Conclusion: Each of these sets is excellent, but that He 219 set is amazing. If you want to go to town on your model, then these sets will certainly fit the bill. The quality and level of detail is to the highest standard, and Aires certainly offer the best quality for your money.

Our thanks to Four Plus UK for the review samples.

Information

Worldwide Enquiries:

Aires Hobby Models, Cepirohy 115, 434 01
 Most 1, Czech Republic.
 Sample Supplier: Four Plus UK

Eduard Model Accessories

A mass of the most recent releases from this manufacturer have been passed to us for review by Four Plus UK.

Subject: Grumman F9F Panther

Scale: 1/72nd

Product No.: 72279

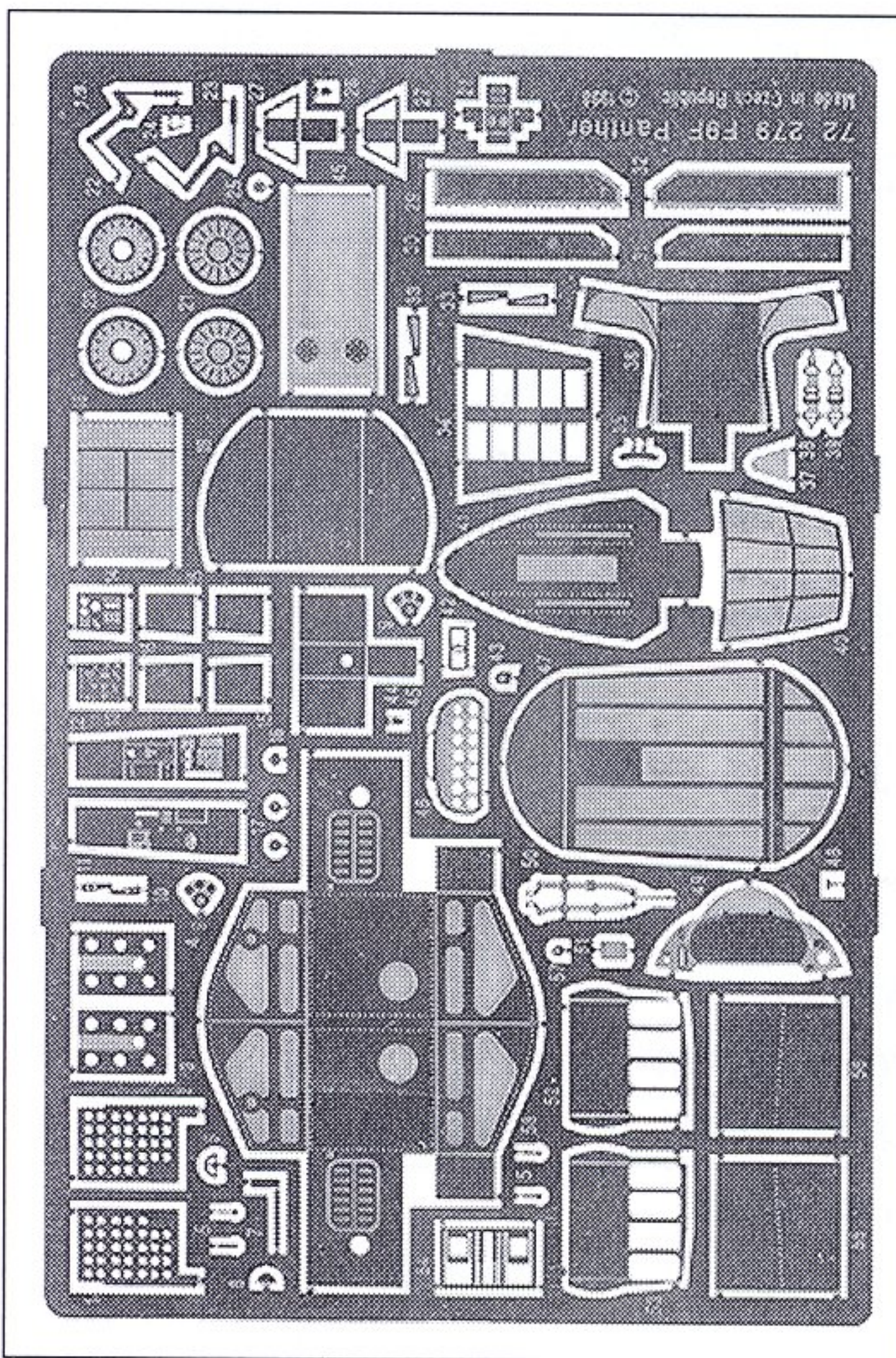
Type: Detail Set

Designed for: Hasegawa kit

Parts: Etched 69, Acetate 3

Price: £5.45

This set includes a new ejection seat, instrument panel (with acetate backing film), side consoles, gunsight, rear-view mirror and the upper decking aft of the cockpit area. A new insert is included for the main wheel wells, plus new undercarriage doors and a set of air brakes. The final details include the compression link for the nose and main oleo legs, as well as new wheel centres for the main undercarriage.



72279 (Grumman F9F Panther)

Subject: Mil Mi-24 Hind

Scale: 1/72nd

Product No.: 72285

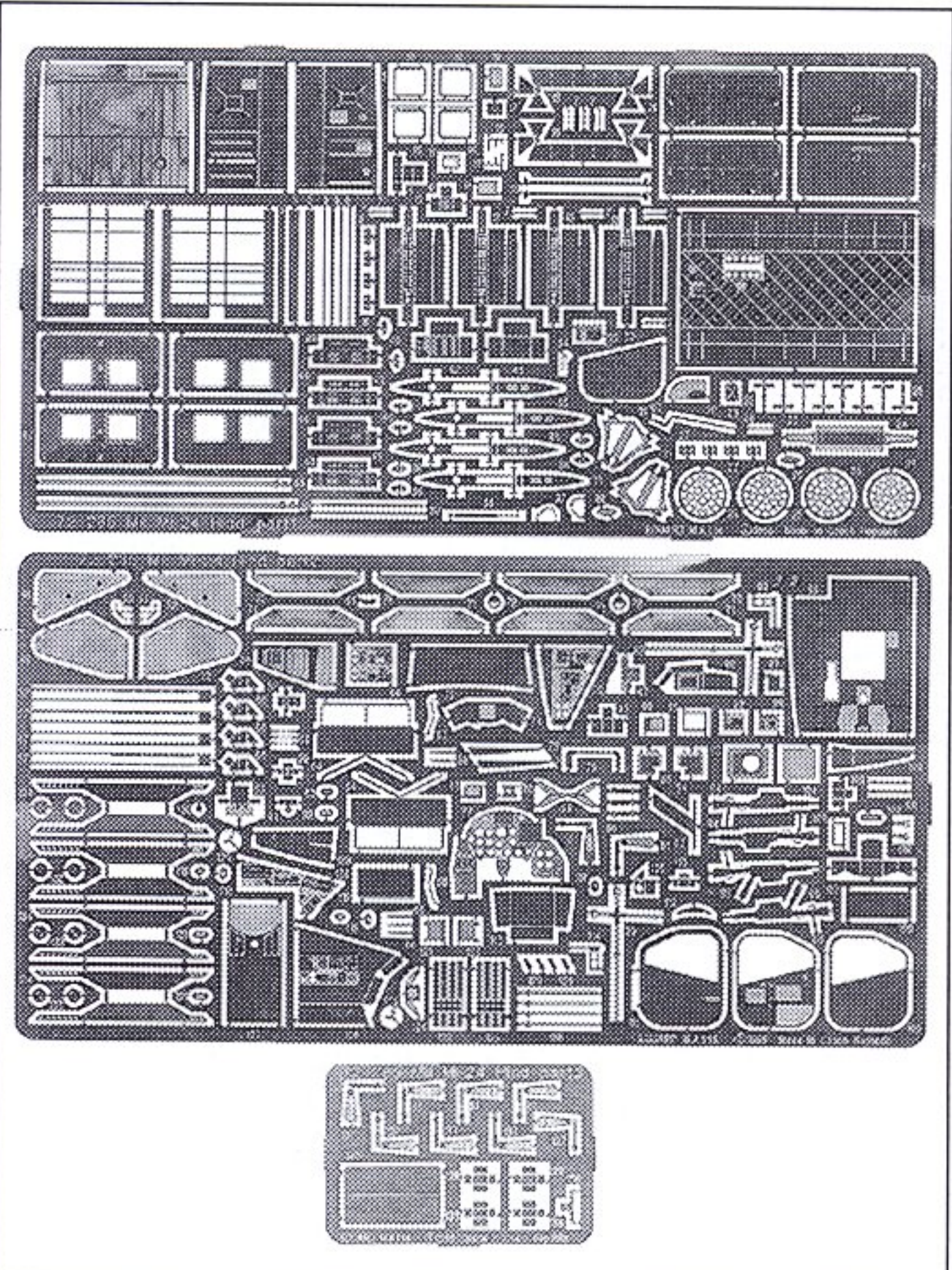
Type: Detail Set

Designed for: Hasegawa kit

Parts: Etched 269, Acetate 12

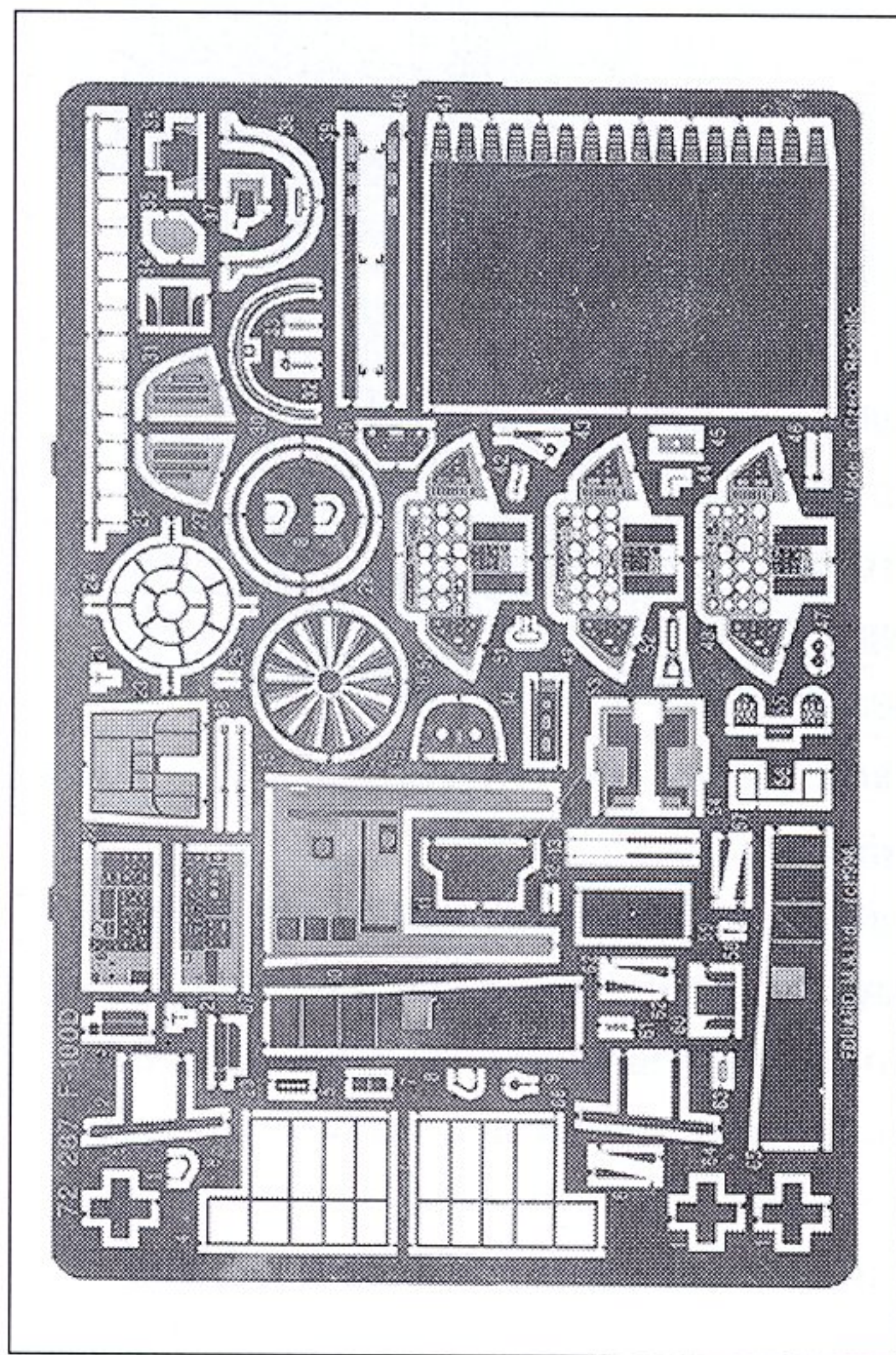
Price: £7.99

This comprehensive three-fret set offers a mass of extra details for the Hasegawa kit. The entire interior is updated with a new



72285 (Mil Mi-24 Hind)

instrument panel, sidewall and floor details and the harness for each seat. The main cargo/troop compartment also gets a lot of additional details, as do each of the doors in this area. The canopy area has to be cut so that the new etched doors can be put in place and the undercarriage and rotor head all get extra details. The remainder of the detail includes parts for the armament and weapons systems and all those blade antenna that bristle on the Hind.



72287 (N.A. F-100D)

Subject: N.A. F-100D

Scale: 1/72nd

Product No.: 72287

Type: Detail Set

Designed for: Italeri kit

Parts: Etched 44, Acetate 3

Price: £5.45

This set includes the usual details for the cockpit interior with three styles of instrument panel (and acetate backing film), side console details and an upgrade to the ejection seat. The canopy has new rails and frames and details are included for the nose wheel bay and the inside of the doors for the main wheels. The final items are a replacement exhaust 'can' and afterburner ring and the buffer unit under the tail.

Subject: V.S. Spitfire Mk IX

Scale: 1/72nd

Product No.: 72288

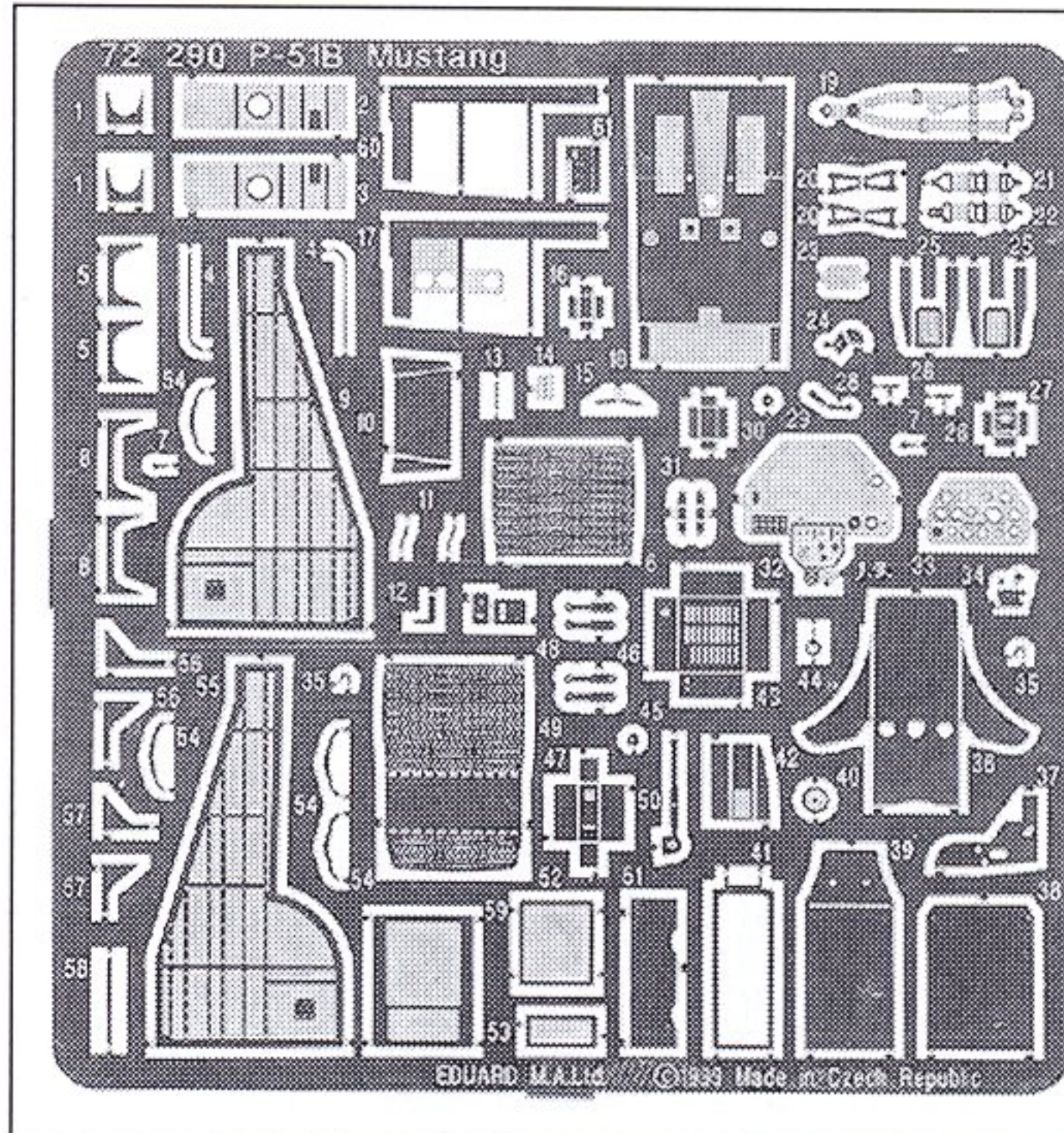
Type: Detail Set

Designed for: Italeri kit

Parts: Etched 57, Acetate 3

Price: £6.50

Those of you that have seen any of the previous updates for the Spitfire by Eduard will recognise this one. The set offers a mass of sidewall details, rear framework, head armour, seat and harness and instrument panel (with acetate backing film). Externally there are the usual replacement compression links for the oleo legs, undercarriage bay roofs and the matrix and flaps for the radiators. The final items include the trim tab linkage for the rudder and elevators, carburettor intake mesh and a complete set of separate flaps.



72290 (N.A. P-51B Mustang)

Subject: N.A. P-51B Mustang

Scale: 1/72nd

Product No.: 72290

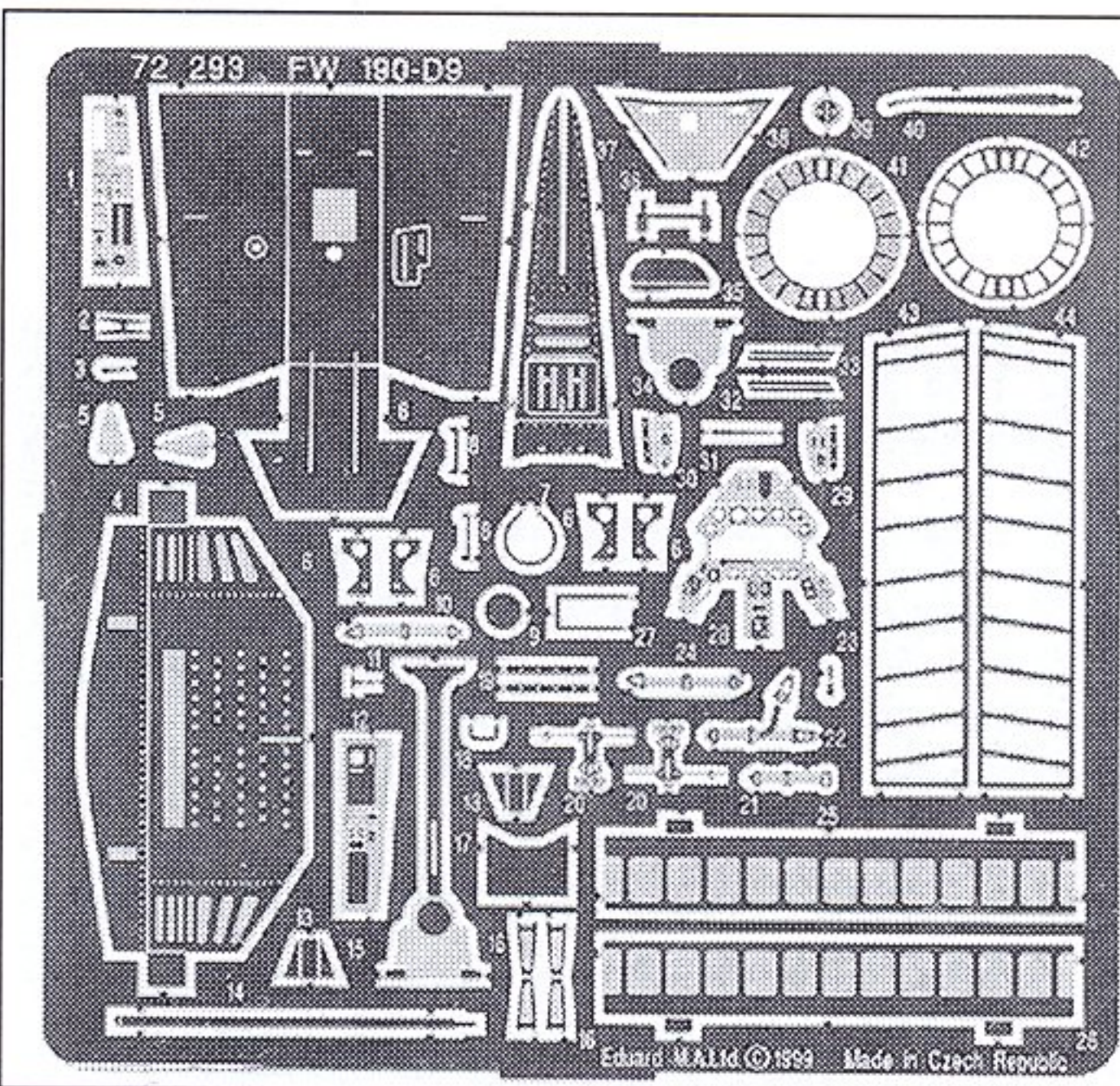
Type: Detail Set

Designed for: Revell kit

Parts: Etched 84, Acetate 2

Price: £4.99

Updates for the new Revell kit did not take long in arriving and this set includes a completely new cockpit interior with side consoles, rear bulkhead and seat. A new instrument panel is also included, with acetate backing film, and the radio rack behind the pilot is upgraded. The external details include the radiator flaps, tailwheel doors, main oleo compression links and wheel well inserts. The final items are the pitot tube and the sway braces and tubing for the drop tank.



72279 (Focke Wulf Fw 190D-9)

Subject: Focke Wulf Fw 190D-9

Scale: 1/72nd

Product No.: 72279

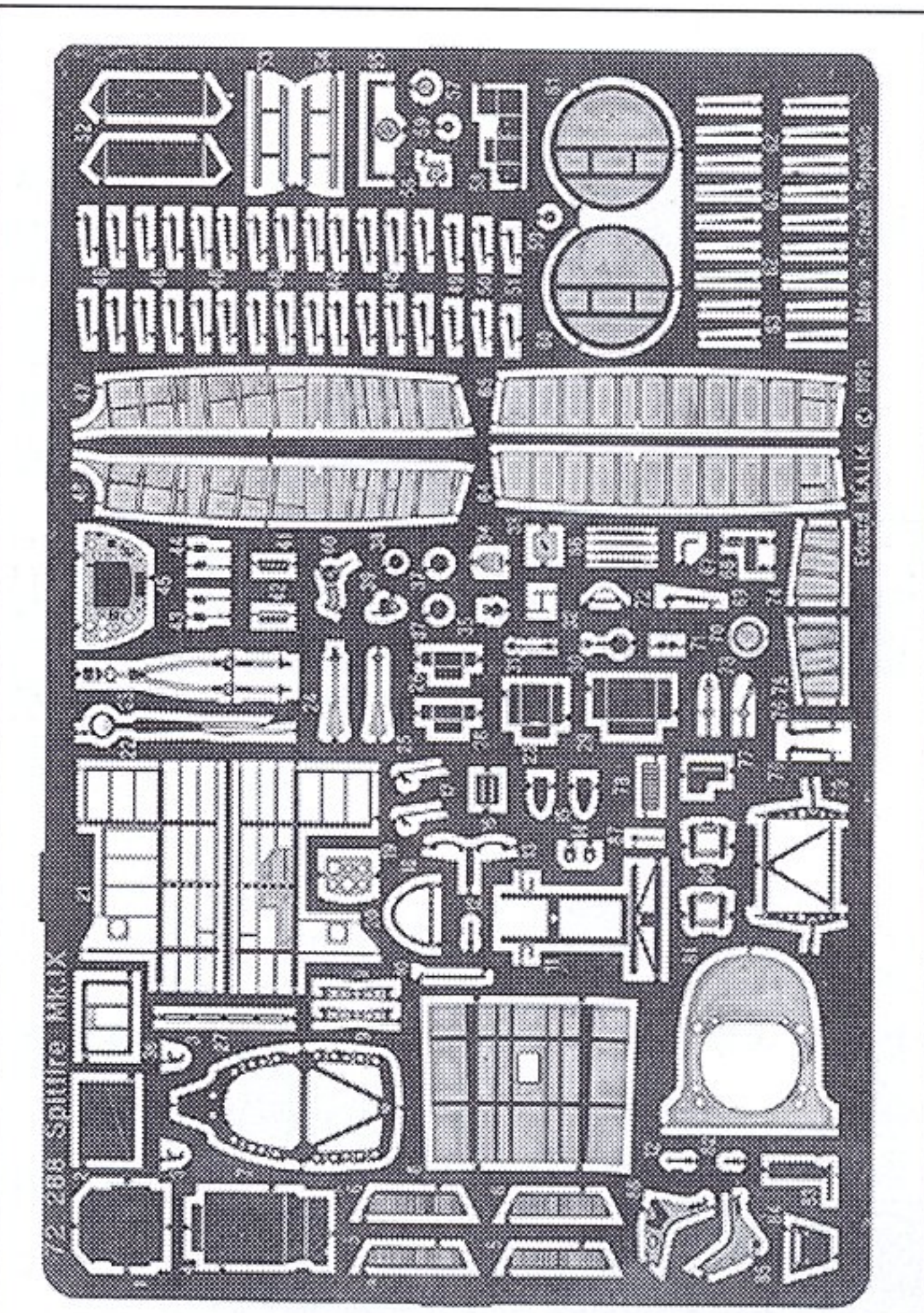
Type: Detail Set

Designed for: Academy kit

Parts: Etched 55, Acetate 2

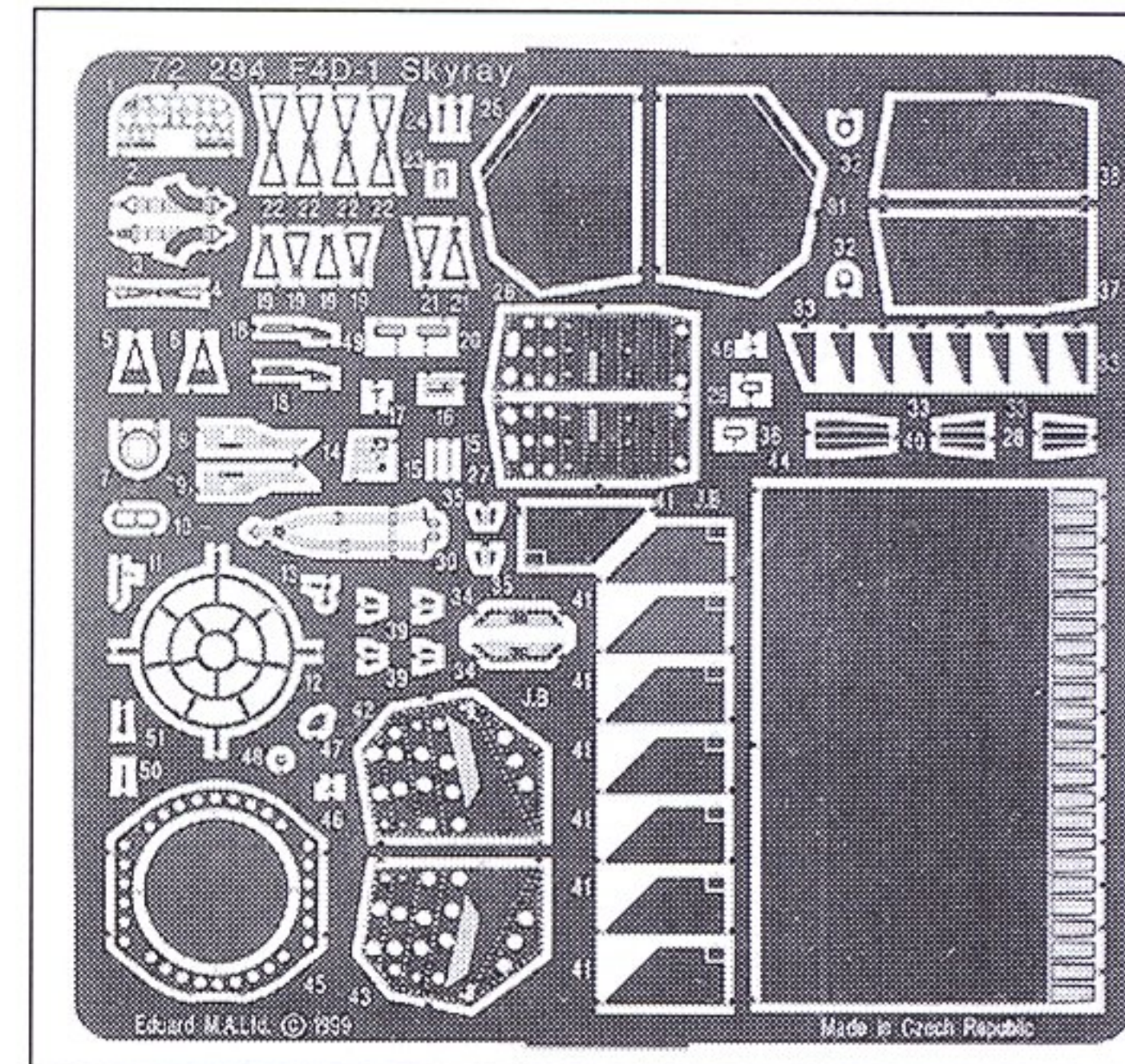
Price: £TBA

This set includes the side consoles,



72288 (V.S. Spitfire Mk IX)

instrument panel, rudder pedals, seat harness and the rear decking for the cockpit area. The grab rails and head armour frame are also included. The radiator matrix for the cowl and the compression link for the tailwheel are also given. Details for the main undercarriage wells are included along with a set of flaps. The final details are the DF loop and FuG16ZY antenna, exhaust stack deflector plate and the support strap for the drop tank.



72294 (Douglas F4D-1 Skyray)

Subject: Douglas F4D-1 Skyray

Scale: 1/72nd

Product No.: 72294

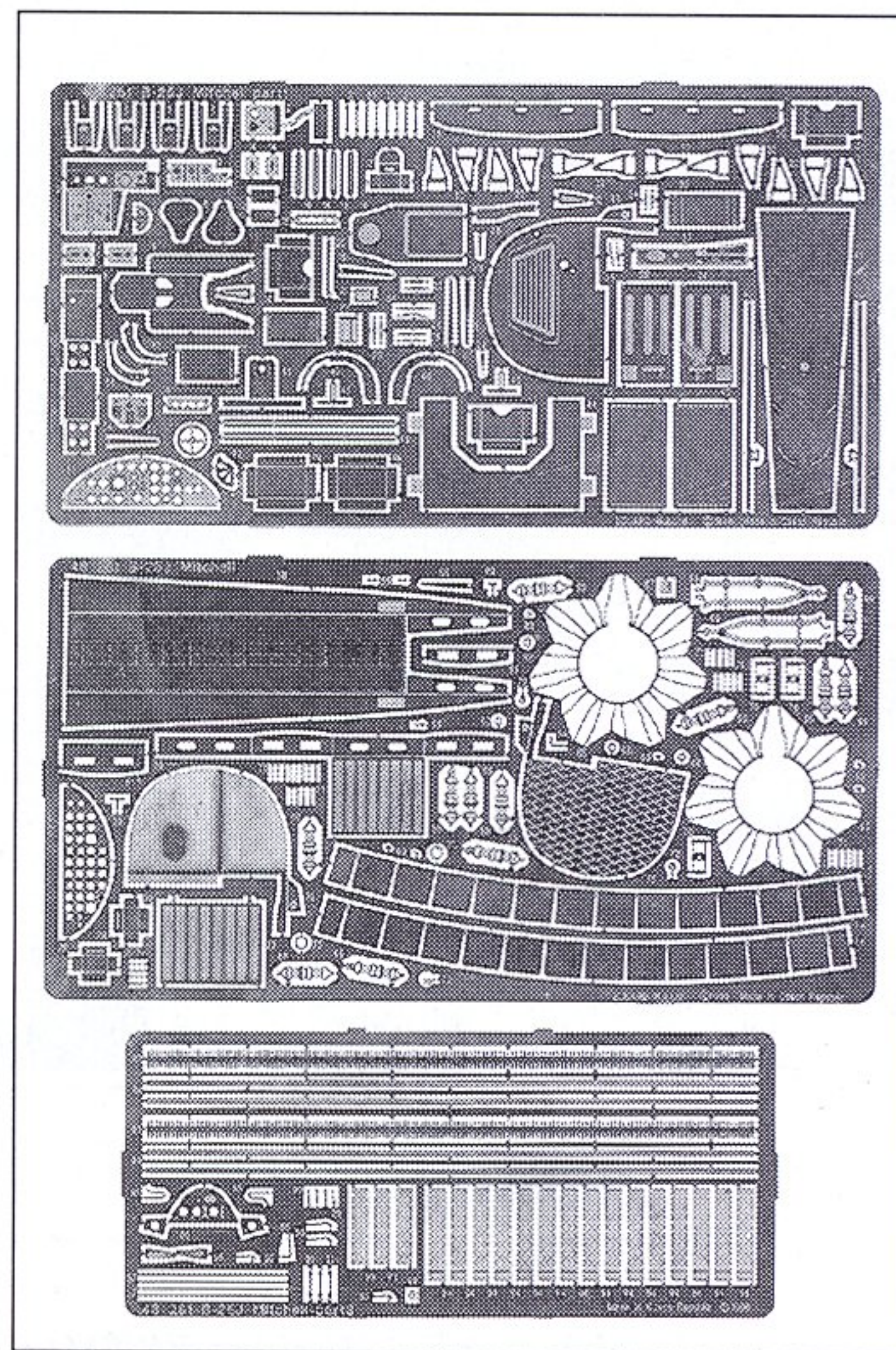
Type: Detail Set

Designed for: Tamiya kit

Parts: Etched 85, Acetate 1

Price: £4.99

This one offers a new instrument panel and acetate backing film, side console details, seat harness and pull-ring and a number of other details for the sidewalls of the cockpit area. Externally there are compression links for the undercarriage legs, nose and main wheel-well ribs and door hinges. Replacement fins for the sidewinder missiles are included and the final detail is the interior for the jet exhaust.



48261 (N.A. B-25J Mitchell)

Subject: N.A. B-25J Mitchell

Scale: 1/48th

Product No.: 48261

Type: Detail Set

Designed for: Monogram kit

Parts: Etched 178, Acetate 2

Price: £8.45

This three-fret set offers a load of new details for the cockpit area, a new instrument panel (with acetate backing film), rudder pedals, seats and harness.

The interior of the fuselage gets details for the fuselage gunners position, rear gunner's position and ammo containers and belts for each gun position. The bombardier's position gets a number of detail parts and there are replacement barrels for all machine guns. The crew access ladder is replaced and there are gills and ignition harness for each engine. The final details include the usual compression links and wheel hub details for each undercarriage unit, new undercarriage doors and various antenna and blade aerials for the airframe.

Subject: N.A. B-25 Mitchell

Scale: 1/48th

Product No.: 48262

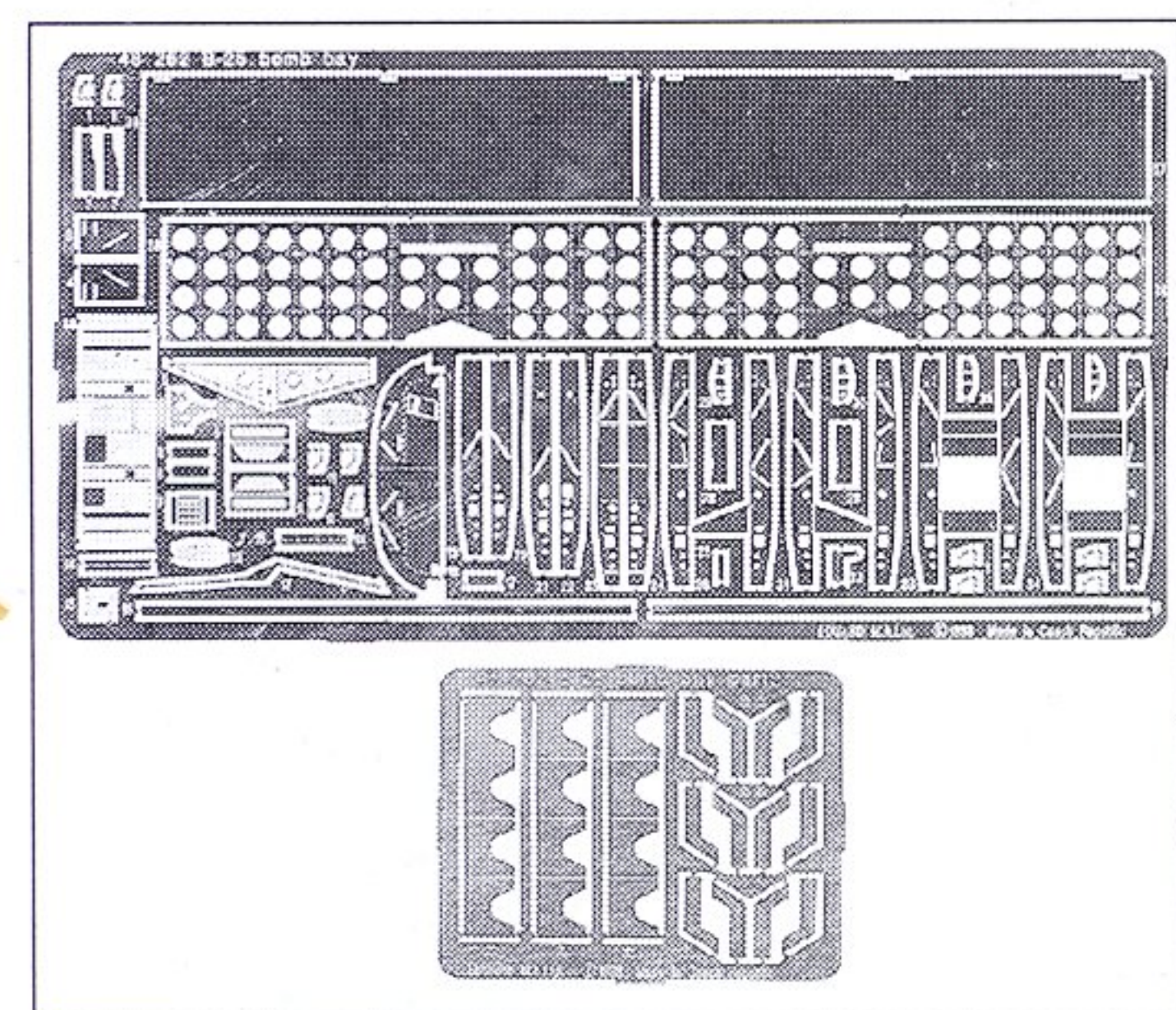
Type: Bomb Bay

Designed for: Monogram kit

Parts: Etched 51

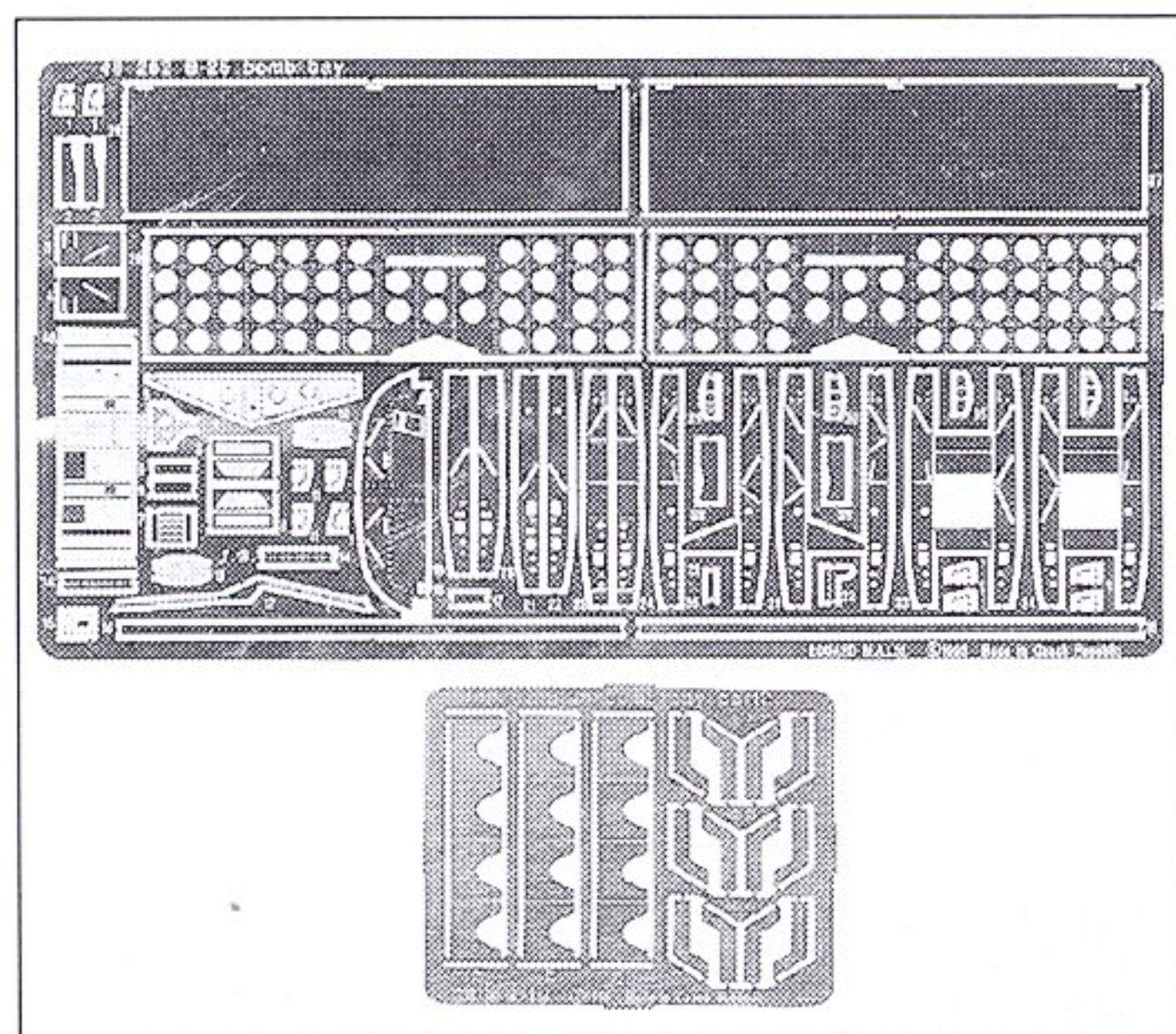
Price: £6.50

To go with the previous set, this one offers



48262 (N.A. B-25 Mitchell Bomb Bay)

a complete bomb bay for the Monogram kit. As well as the usual vertical bomb racks and bulkheads it also includes a number of fins to replace the over-scale examples on the kit.



48264 (Nakajima Ki-27 Nate)

Subject: Nakajima Ki-27 Nate

Scale: 1/48th

Product No.: 48264

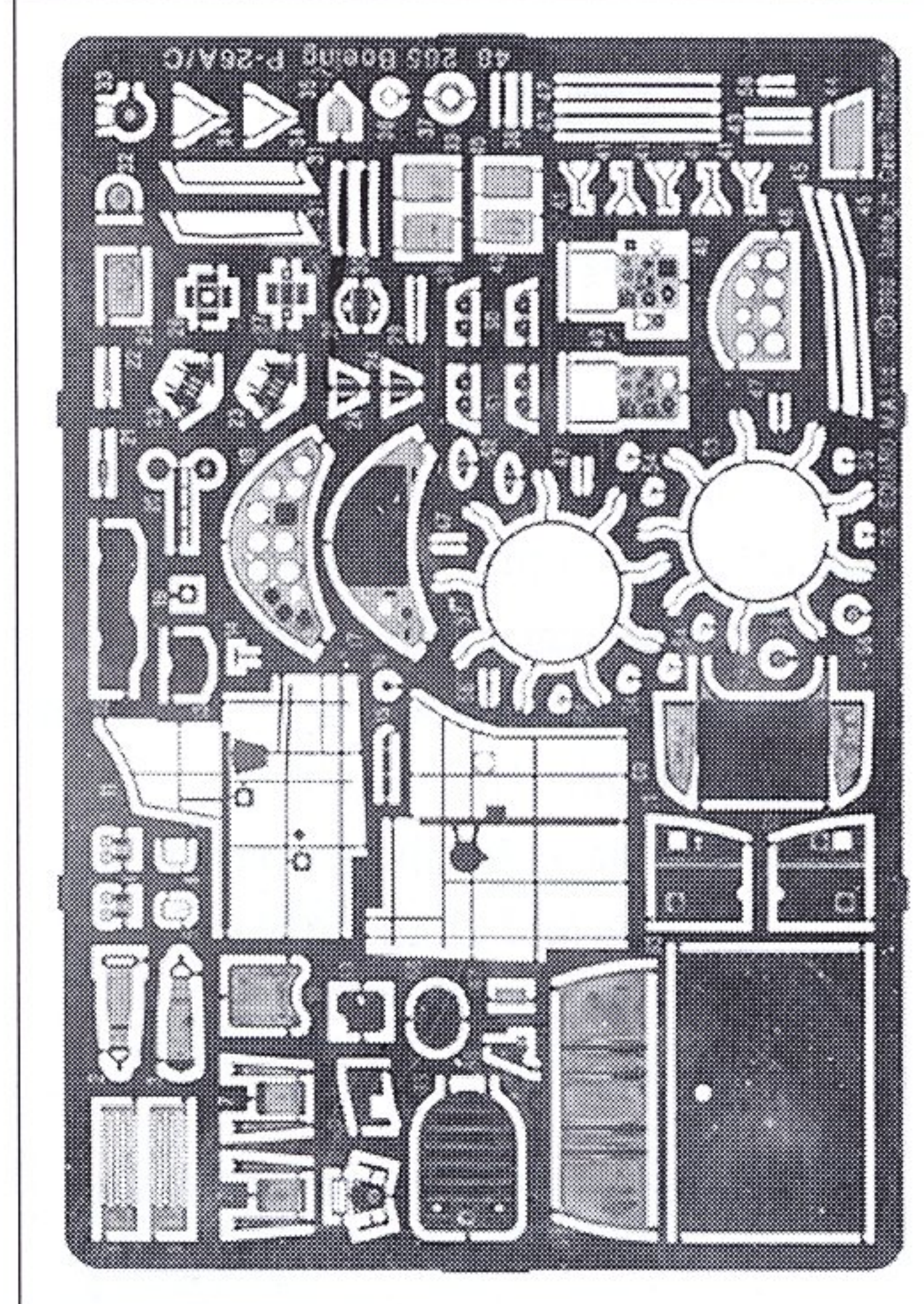
Type: Detail set

Designed for: Hasegawa kit

Parts: Etched 47, Acetate 3

Price: £5.45

This updates the interior of this older kit with new sidewall ribs, rudder pedals and consoles on the floor. A completely new seat with harness is supplied, along with the rear bulkhead framework and, as usual, a new instrument panel with acetate backing film. Externally you get the ring sight for the gunsight, the cockpit interior mirror, tail skid tie-down, engine ignition harness and, a complete set of flaps.



48265 (Boeing P-26A/C)

Subject: Boeing P-26A/C

Scale: 1/48th

Product No.: 48265

Type: Detail set

Designed for: Hobbcraft kit

Parts: Etched 104, Acetate 5

Price: £5.45

Basically this set centres around the cockpit area of the Hobbcraft kit. Completely new sidewall ribs are included along with a mass of units to be installed. The floor is totally updated and there are new rudder pedals and bulkhead details. Both early and late versions of the instrument panel are supplied, each with acetate backing film. Externally there is the ignition harness for the engine, cockpit door, a number of access panels and a nicely detailed bomb rack. Finally you get the rigging wires for the type.

Subject: Mil Mi-24 Hind

Scale: 1/48th

Product No.: 48267

Type: Detail set

Designed for: Monogram kit

Parts: Etched 125, Acetate 14

Price: £6.45

For the rather basic interior of the Monogram kit, this set updates the side consoles, floor, seats, instrument panel (with acetate backing film) and sidewalls. The interior of the cargo/troop cabin also gets a number of detail parts and the final details include the handles and latches for the crew access doors.

Subject: Yakovlev Yak-1

Scale: 1/48th

Product No.: 48268

Type: Detail set

Designed for: Accurate Miniatures kit

Parts: Etched 109, Acetate 3

Price: £6.45

For those of you that felt that the Accurate Miniatures kit could not be improved, Eduard would disagree. This set offers a number of new levers and controls for the sidewalls, a new instrument panel, seat belts, rudder pedals and cockpit floor details. The remaining items include the details for the radio behind the pilot, the radiator flaps, oleo compression links and a complete set of flaps and their interiors.

Subject: Vought Chance F4U-1D Corsair

Scale: 1/48th

Product No.: 48270

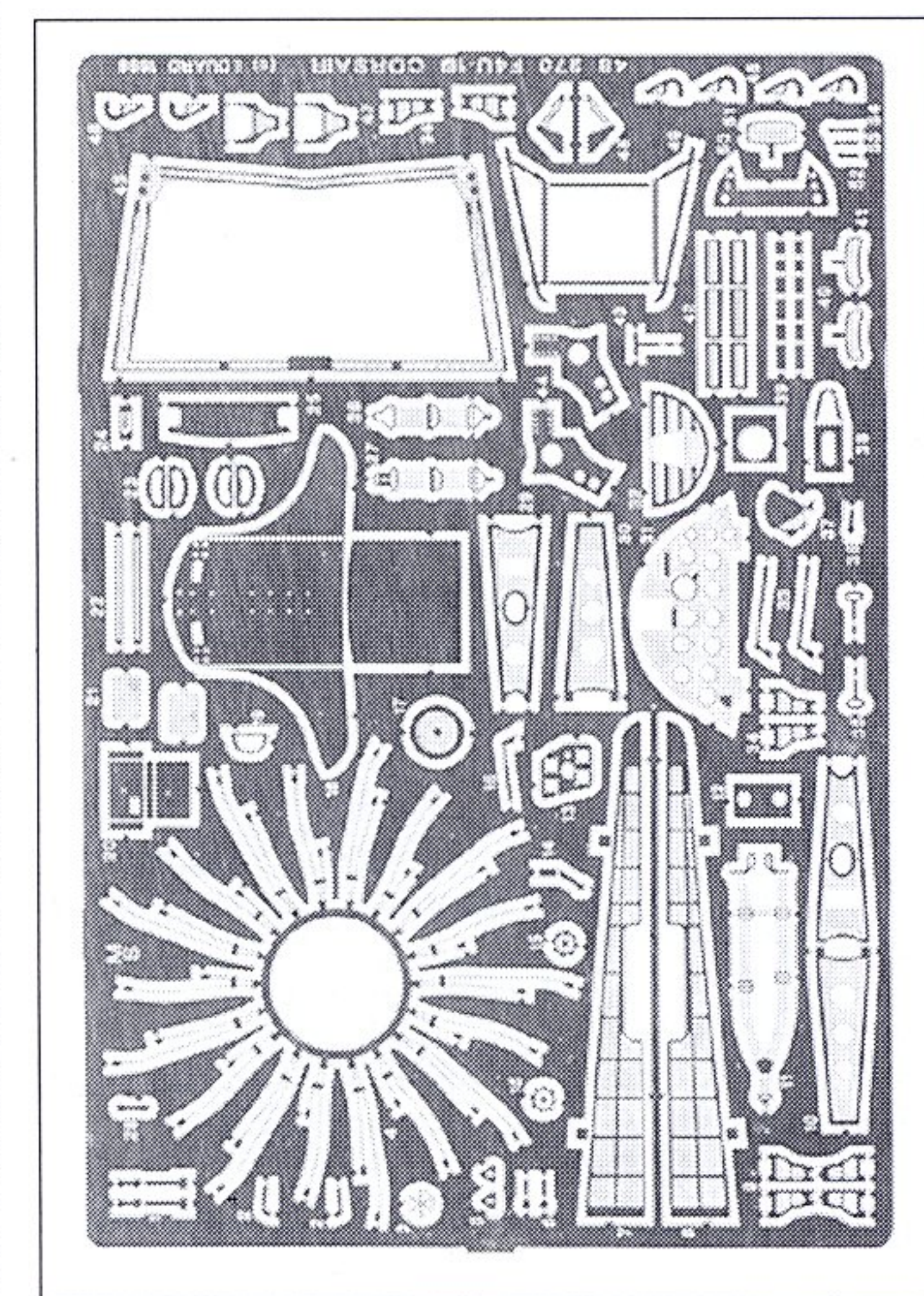
Type: Detail set

Designed for: Tamiya kit

Parts: Etched 75, Acetate 2

Price: £5.45

This little set offers a number of new levers etc for the side consoles, a new instrument panel and the seat and harness. A new ignition harness is included, along with hinges for the undercarriage doors, compression links for the tail and main wheel oleos and all the trim tab linkage.



48270 (Vought Chance F4U-1D Corsair)

Subject: D.H. Mosquito FB Mk VI

Scale: 1/48th

Product No.: 48271

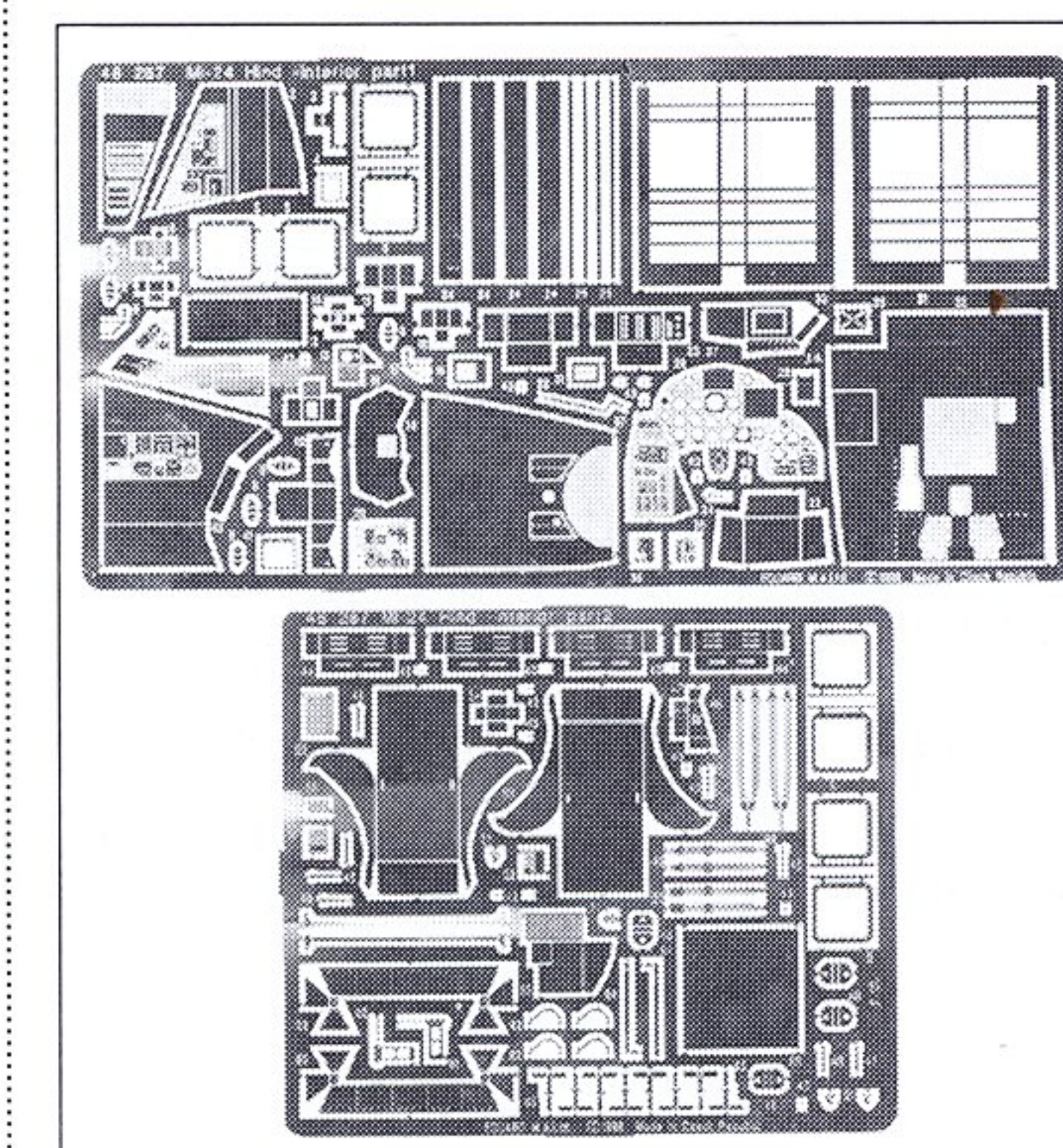
Type: Detail set

Designed for: Tamiya kit

Parts: Etched 101, Acetate 5

Price: £6.45

Those of you that have enjoyed the excellent Tamiya Mosquito kit may well be pleased with this set as it offers a number of replacement parts for that kit. Sidewall details, along with a complex multi-part instrument panel are supplied. The seats are replaced all in brass and come complete with the harness. The rudder pedals in the kit are a bit heavy, and the replacement etched ones in this set are much better. The set even includes the lid straps for each ammo container in the nose and there are matrix inserts for the radiators. The mudguard above each main wheel in the kit does not include the 'holed' supports, but these are corrected by this set. The final details are the FOD



48267 (Mil Mi-24 Hind)

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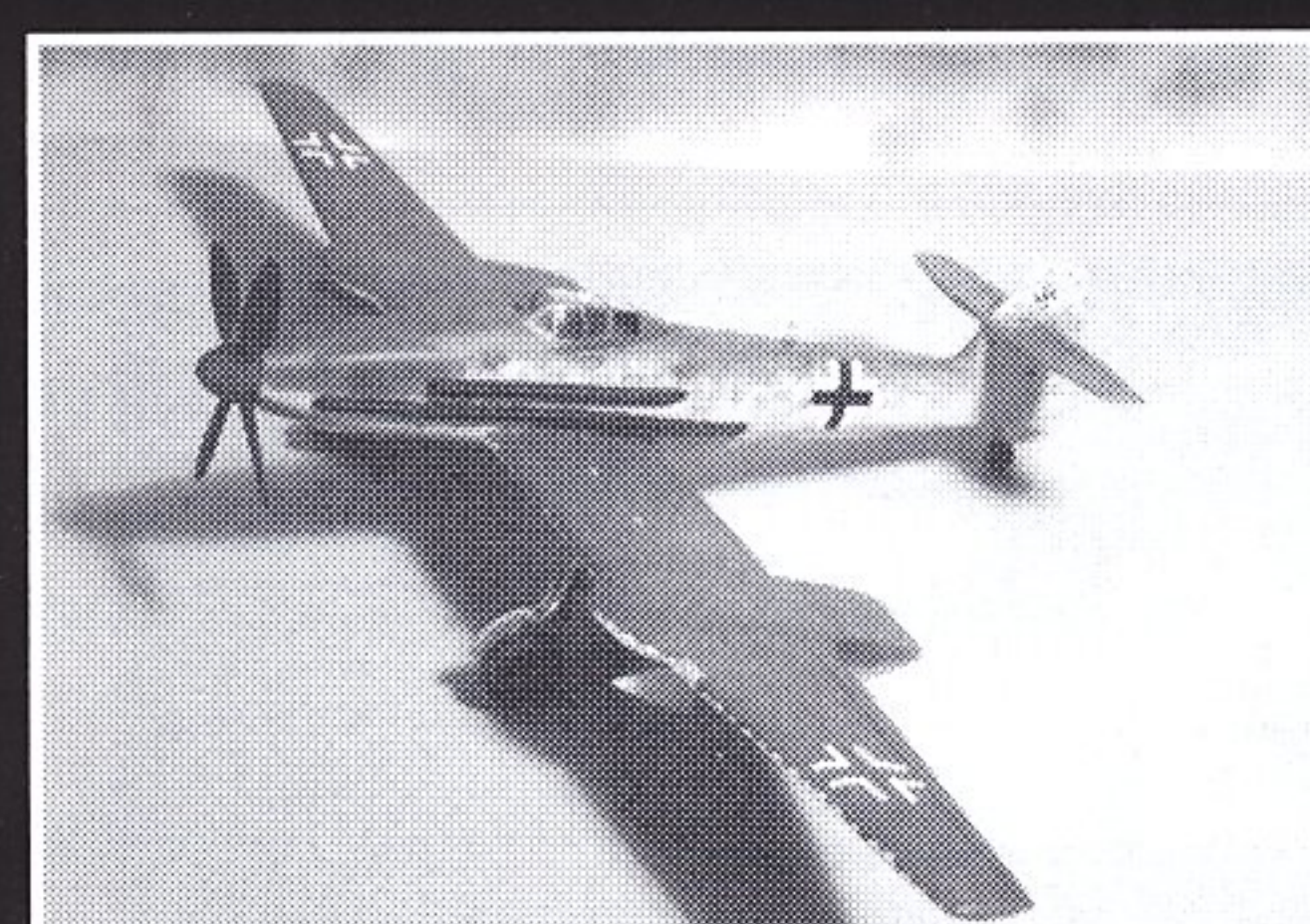
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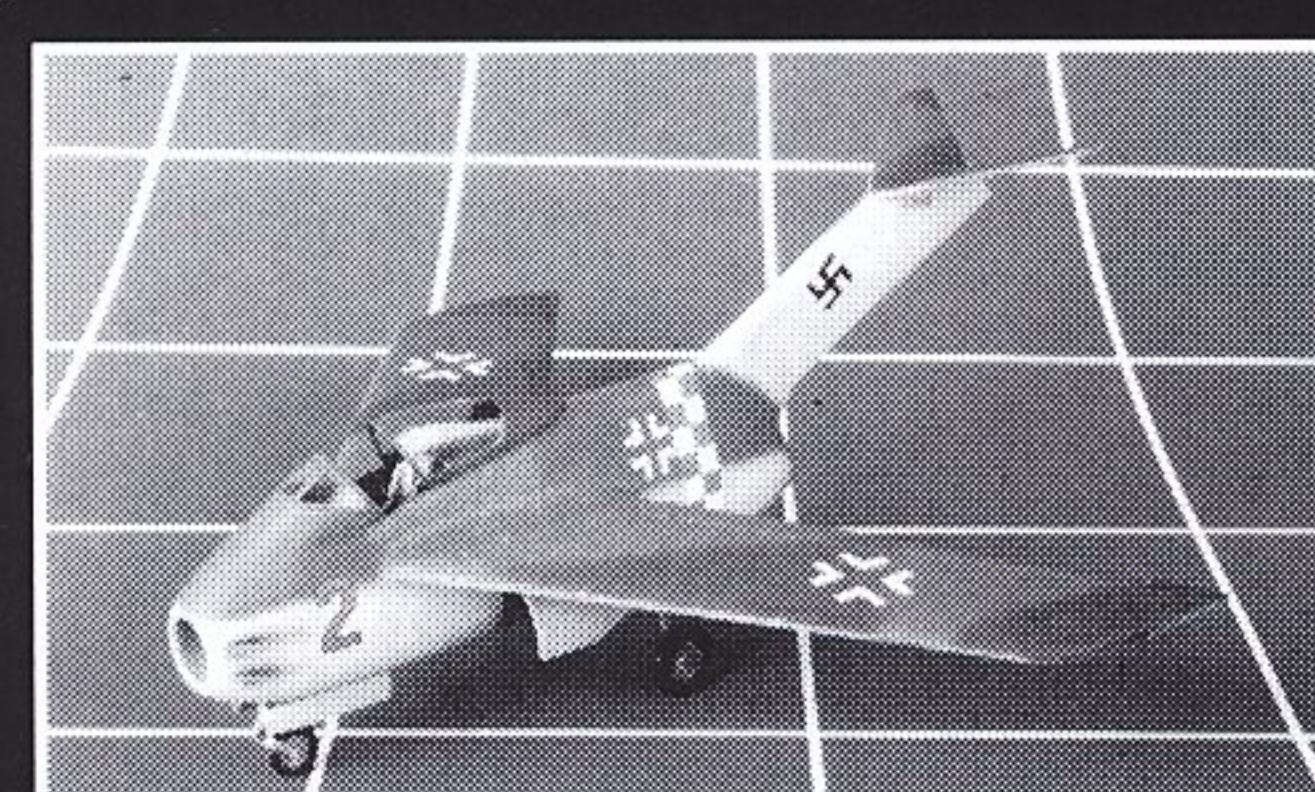
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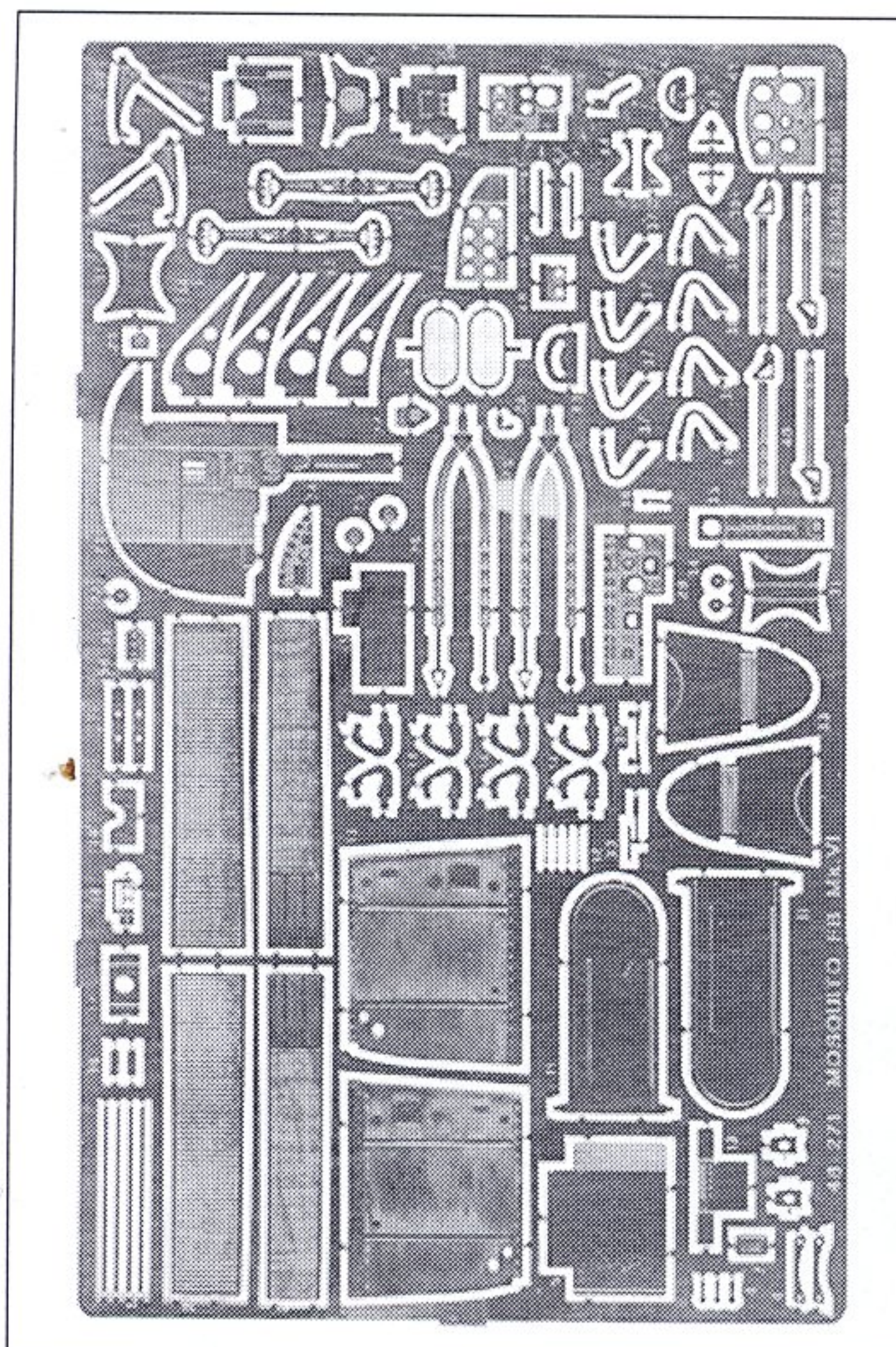
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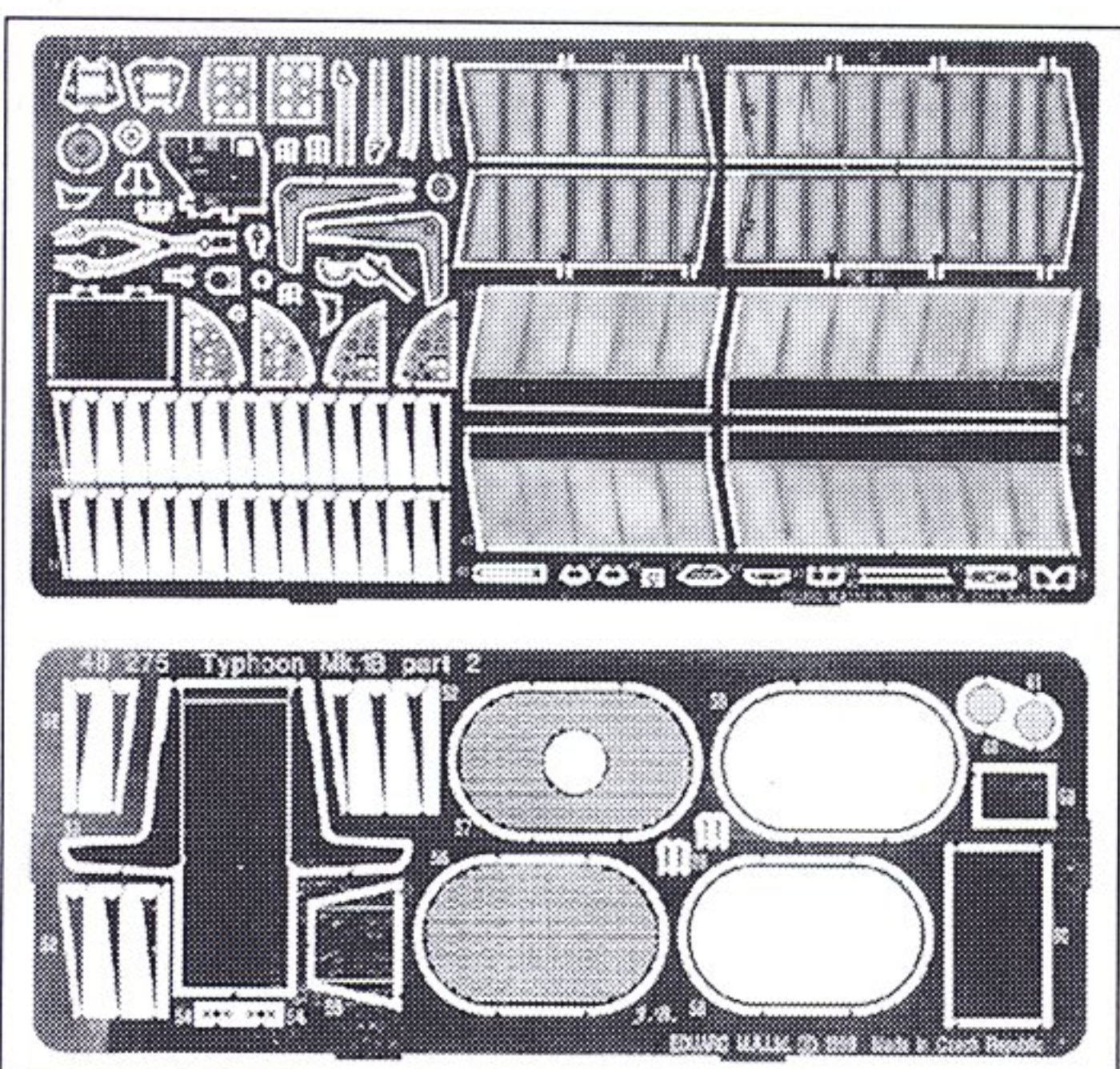
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48271 (D.H. Mosquito FB Mk VI)

guards for the carburettor intakes, details for the rear bulkheads in each wheel well and the windscreen wiper for the canopy.



48275 (Hawker Typhoon Mk 1b)

Subject: N.A. F-86F Sabre

Scale: 1/48th

Product No.: 48274

Type: Detail set

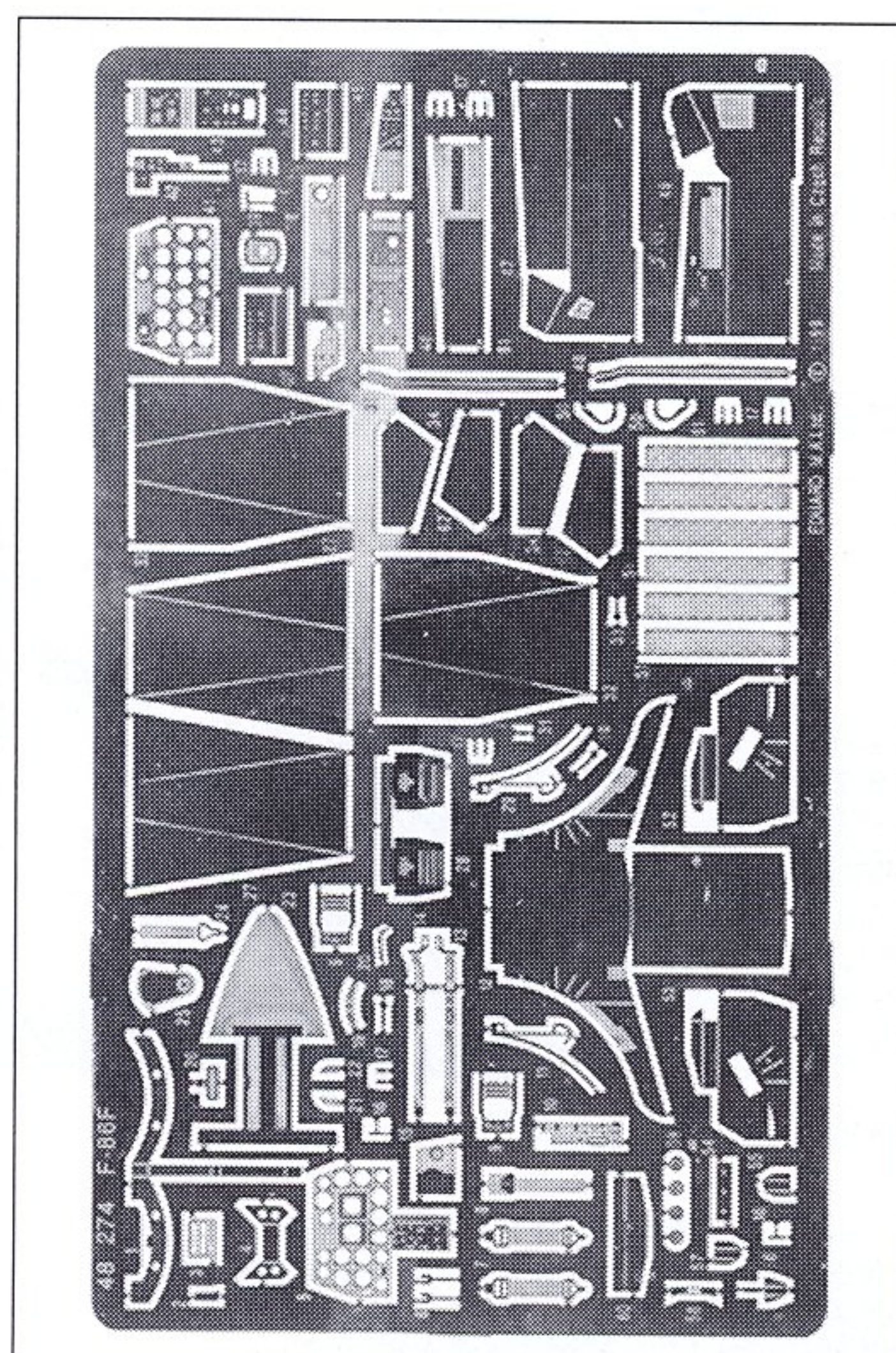
Designed for: Academy kit

Parts: Etched 84, Acetate 2

Price: £6.50

This set offers details for both the F-30 and F-52 versions of the F-86. Details include

those for the ejection seat, side consoles and sidewalls, two styles of instrument panel with acetate backing film and a set of rudder pedals. The canopy sills are also detailed as well as extra embellishments



48274 (N.A. F-86F Sabre)

for the gunsight. The upper decking under the sliding canopy is completely updated and the remaining items comprise new barrels for the machine guns and 'scale' fins for the drop tanks.

Subject: Hawker Typhoon Mk 1b

Scale: 1/48th

Product No.: 48275

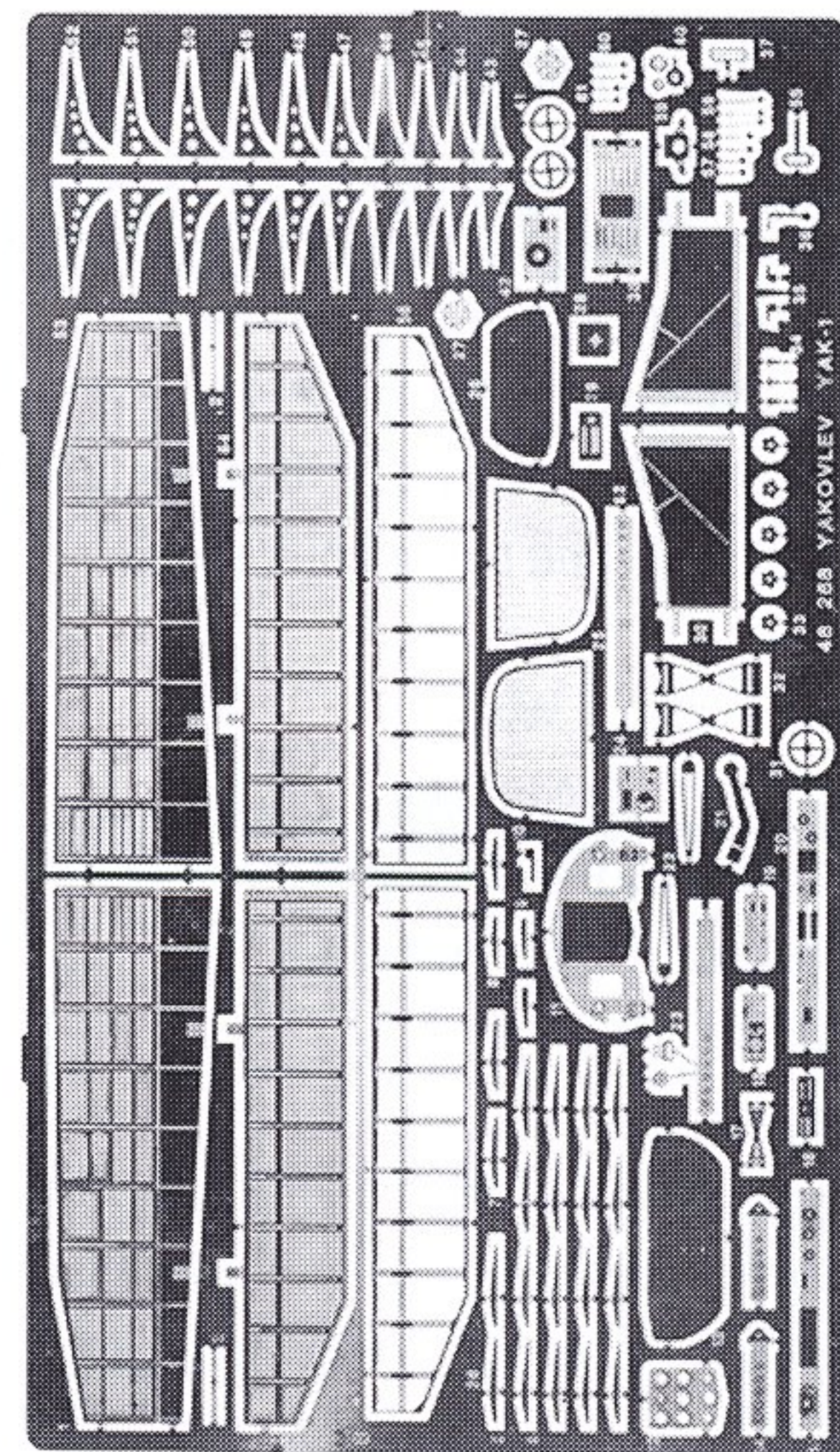
Type: Detail set

Designed for: Hasegawa kit

Parts: Etched 101, Acetate 6

Price: £6.50

For those that have not already started your Hasegawa Typhoon kit, this may well help you update the overall detail. A completely new seat is included with harness (although the Typhoon has a frame seat without any back). Various details and consoles are given for the tubular framework inside the cockpit along with a new instrument panel



48268 (Yakovlev Yak-1)

and acetate backing film. New rudder pedals are also supplied and externally you get the matrix for the chin radiator, although the cutting and reassembly of the kit and etched parts will be rather involved. As usual a complete set of flaps is also included and the final details are those for the access door and main oleo legs.

Conclusion: Each of these sets should be considered if the subject matter is of interest to you. The quality of each is excellent and I am sure that some of the older kits listed here will be greatly enhanced by the appropriate set.

Our thanks to Eduard M.A. and Four Plus UK for the review samples.

Information

Worldwide Enquiries:

Eduard M.A., 435 21 Obrnice 170, Czech Republic.
Tel: 420 35 6118259 Fax: 420 35 6118186
Email: eduard@traveller.cz
UK sources: Four Plus UK, 29 Westwood Gardens, Hadleigh, Benfleet, Essex. SS7 2SH

S-Kit

This is a new range from the Czech Republic, and we have been passed a review sample by Four Plus UK.

Subject: Focke Wulf Fw 190D-11/13

Scale: 1/72nd **Product No.:** N/A

Type: Conversion set

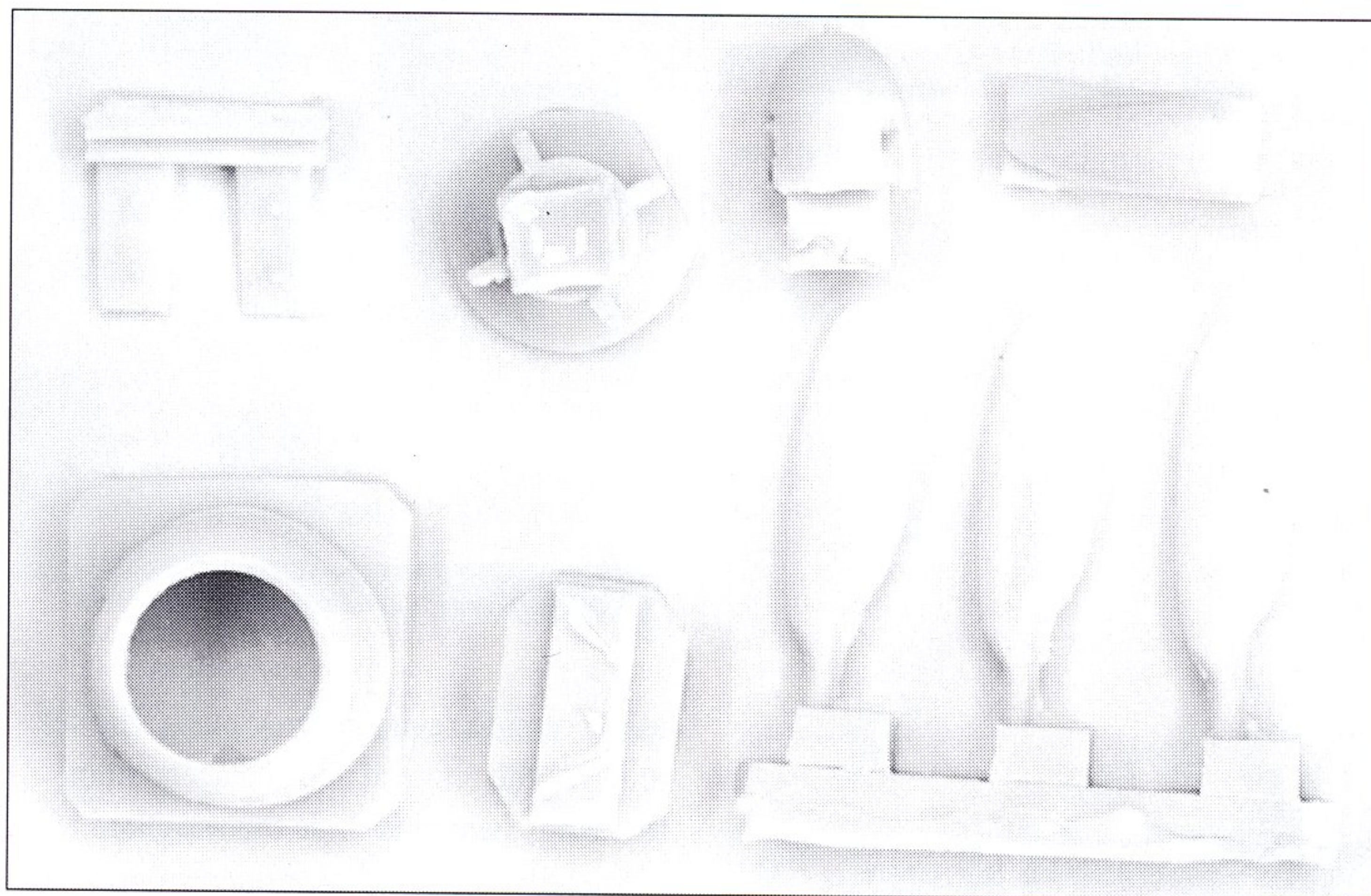
Designed for: Hasegawa Fw 190D-9 kit

Parts: Resin 10

Price: £5.99

This set will convert the D-9 into either of the last versions of the type; the D-11 and D-13. All bar two of the resin parts apply to each type and they comprise the new engine cowling ring, spinner and propeller blades, supercharger air intake and the upper cowling without guns. The two resin parts applicable only to the D-11 are the cannon bulges for the upper surface of each upper wing panel.

Conclusion: The quality of these resin components is good, and the conversion itself will prove simple as all the parts are just replacements for those in the basis kit. The



Focke Wulf Fw 190D-11/13

only problem with our example was the damage to the very thin upper cowling panel, as the plastic bags in which the set comes, offers little protection.

Our thanks to Four Plus UK for the review sample.

Information

Worldwide Enquiries:

S-Kit, Podbelohorska 2891/63, 150 00 Prague 5, Czech Republic
Tel: +420/2/900 21 410
Sample Source: Four Plus UK
(See address elsewhere)

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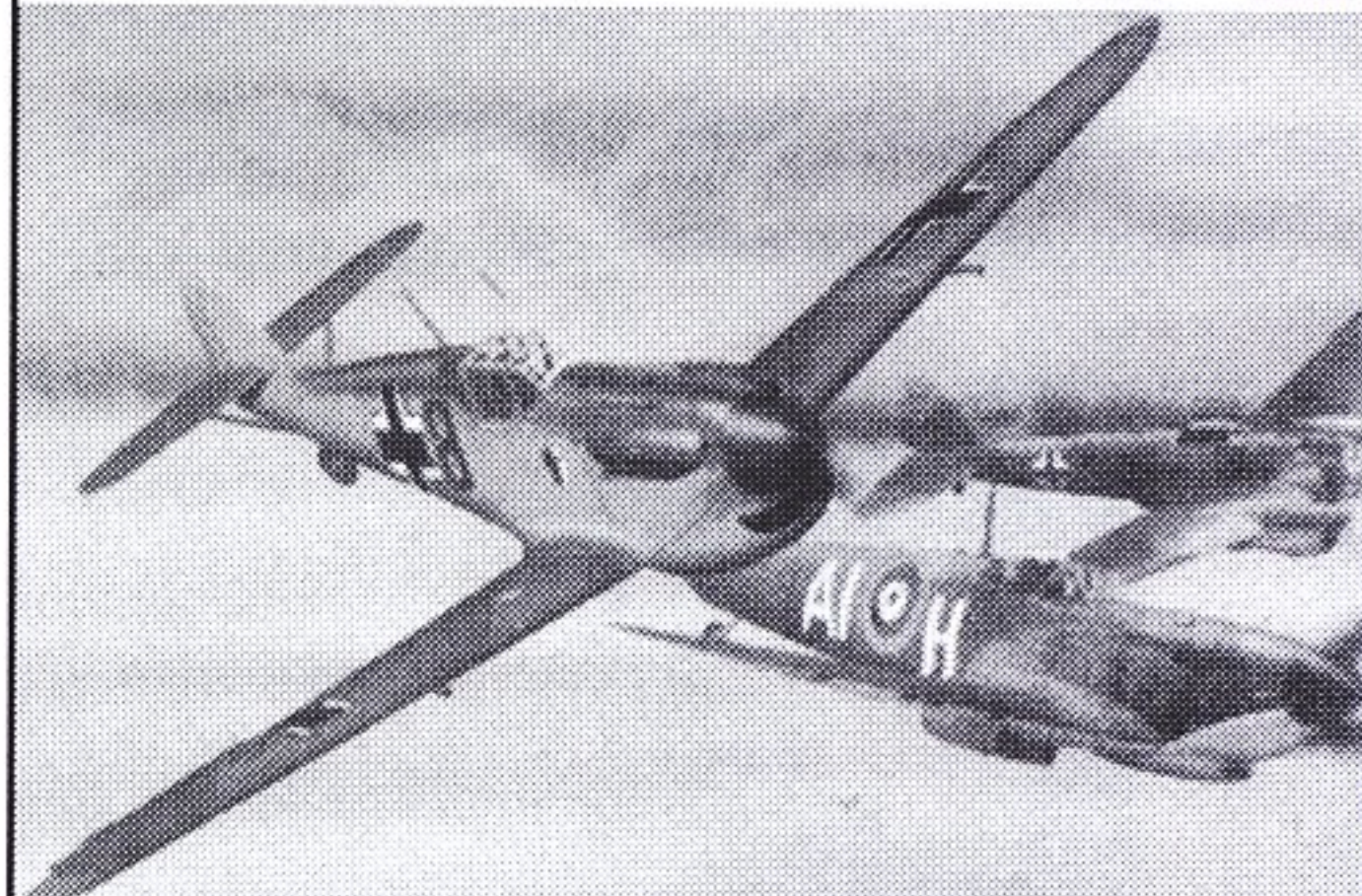
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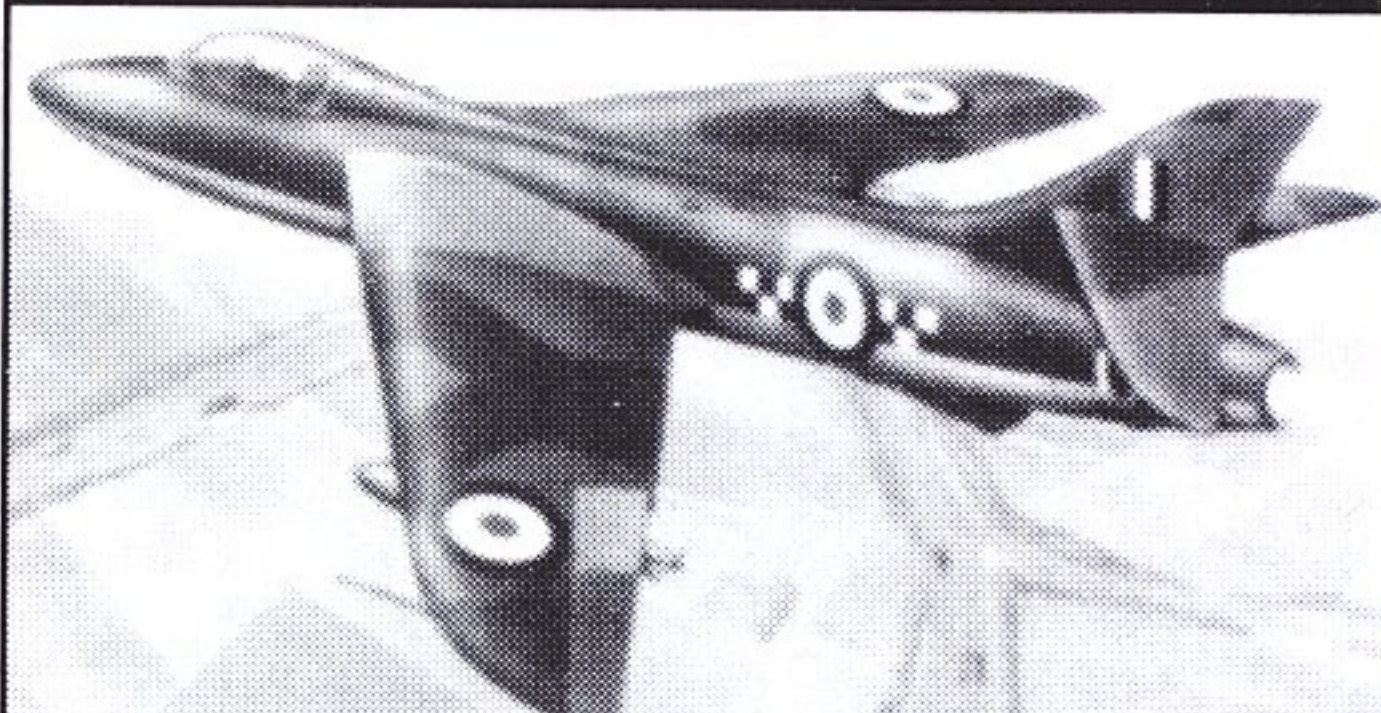
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Model Design Construction

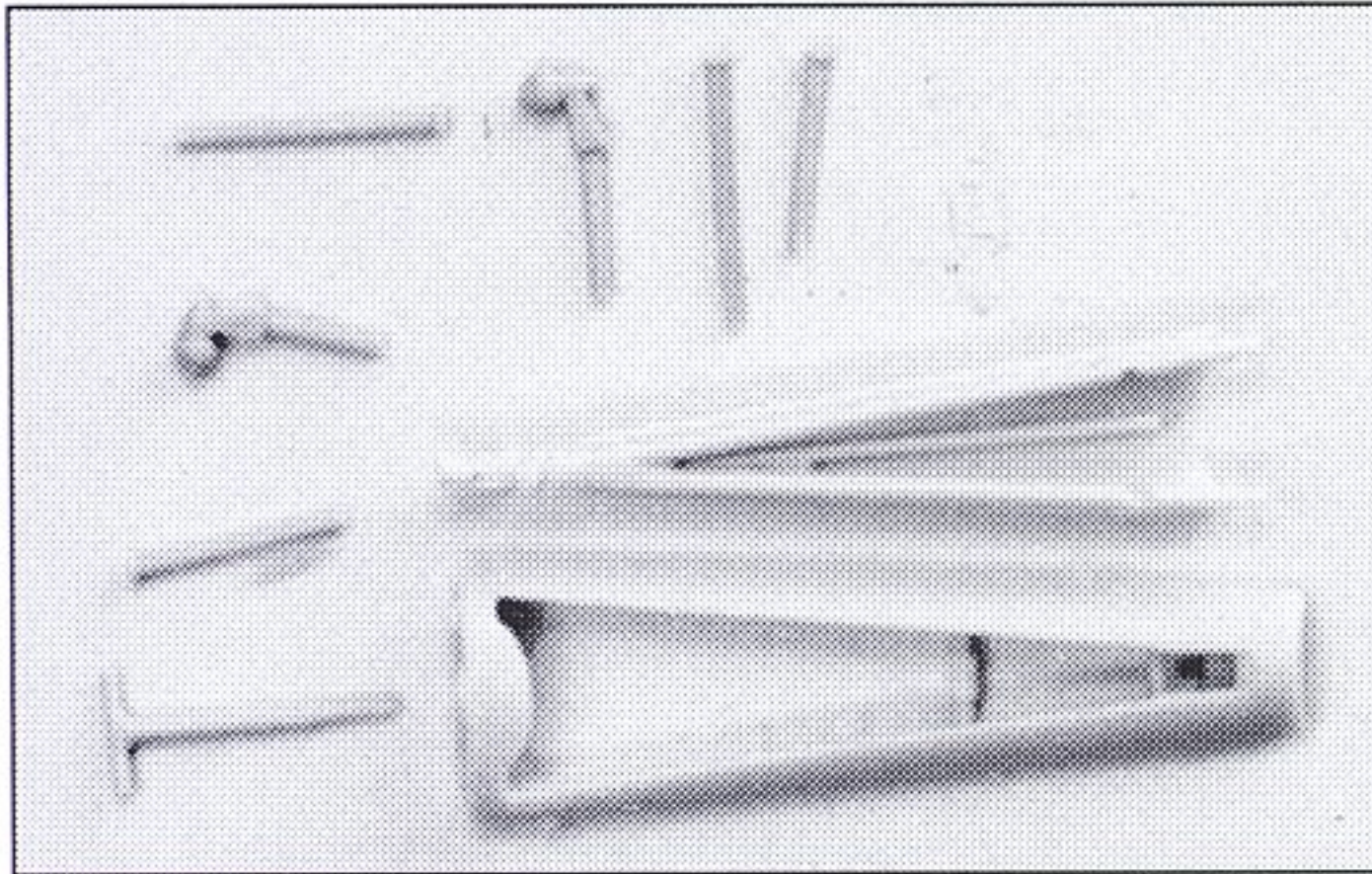
Four of the most recent sets from this manufacturer have been passed to us, along with an early production example of the new Mosquito cockpit upgrade.

Subject: Seafire Mk Ib
Scale: 1/48th **Product No.:** CV023
Type: Conversion set
Designed for: Tamiya Spitfire Mk Vb
Parts: Resin 10
Price: £5.95

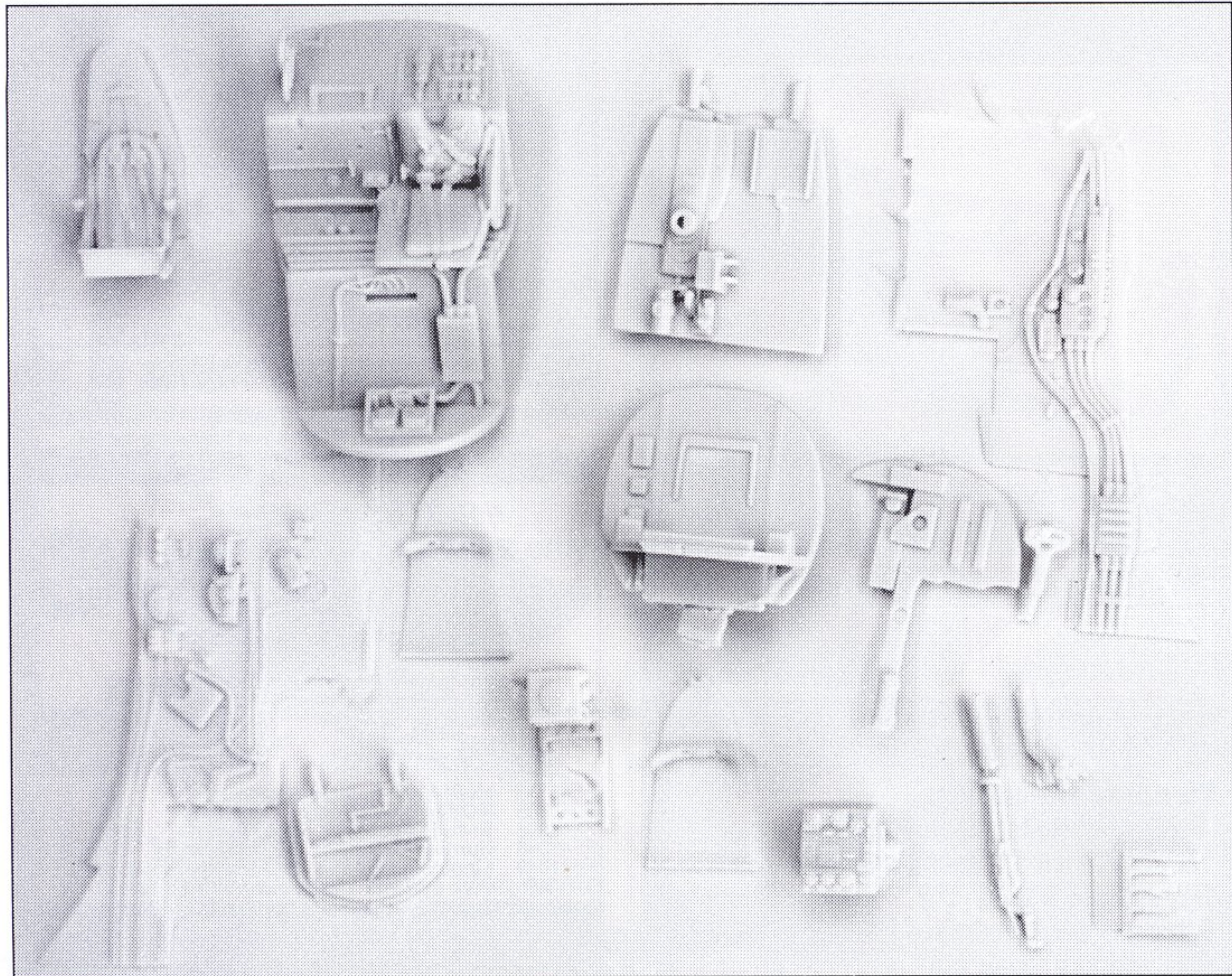
This simple conversion is designed for the Tamiya kit, although it can be used (with modification) on the Hasegawa kit. All you have to do is remove the lower ventral fuselage section, as indicated in the instructions, and replace this with the hook section. The final items are the strengthening plates on the fuselage sides, which are supplied as die-cut adhesive paper, and the sling points and catapult spools.

Subject: Seafire Mk II
Scale: 1/48th **Product No.:** CV024
Type: Conversion set
Designed for: Tamiya Spitfire Mk Vb
Parts: Resin 18, Plastic 6
Price: £14.00

The first task you have to do with this set is remove the ventral rear fuselage section, and replace this with the new resin insert of the tail hook (which can be posed up or down). Both the small and large gun blisters are included, and MDC inform the modeller that additional research will be required by the modeller to identify which are applicable to the machine being modelled. The replacement four-blade propeller is supplied in limited-run injection moulded plastic. The exhaust stacks are the six-pipe type and these are beautifully



CV023 (Seafire Mk Ib)

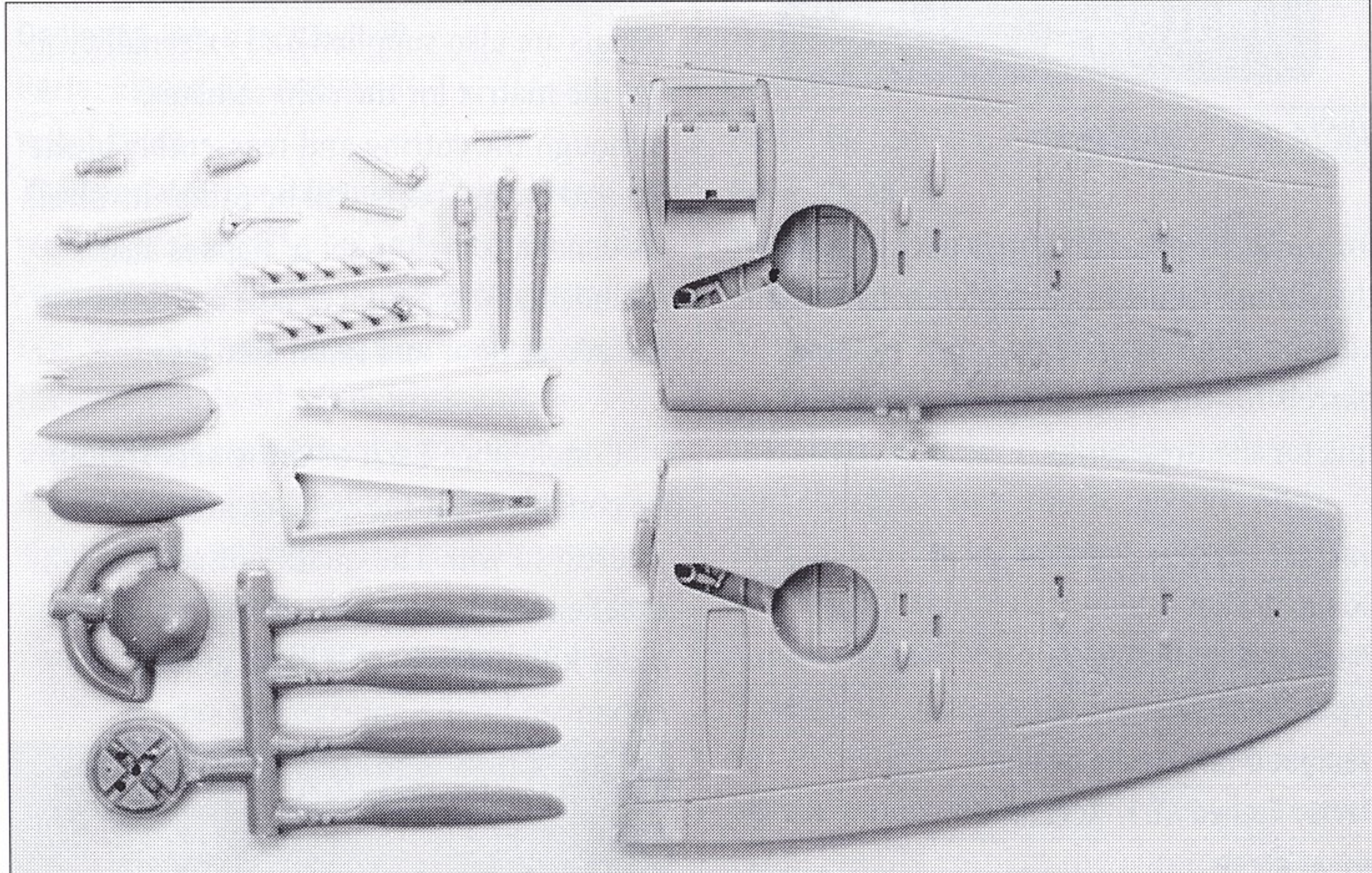


A48005 (D.H. Mosquito NF.II/FB.VI)

cast in resin. The next items you will have to add are the strengthening plates on the fuselage sides, and these are offered as die-cut adhesive paper (clever!). The final bits include the sling points and the catapult spools.

Subject: Spitfire C Wing
Scale: 1/48th **Product No.:** CV025
Type: Conversion set
Designed for: Tamiya Spitfire Mk Vb
Parts: Resin 12
Price: £8.95

This set, although designed for the Tamiya kit, can also be fitted (with modification) to the Hasegawa example. Basically you get a completely new resin C wing for the Spitfire, plus separate large and small gun blisters, cannon barrels and blanking plugs. Once again MDC advise the modeller to check their

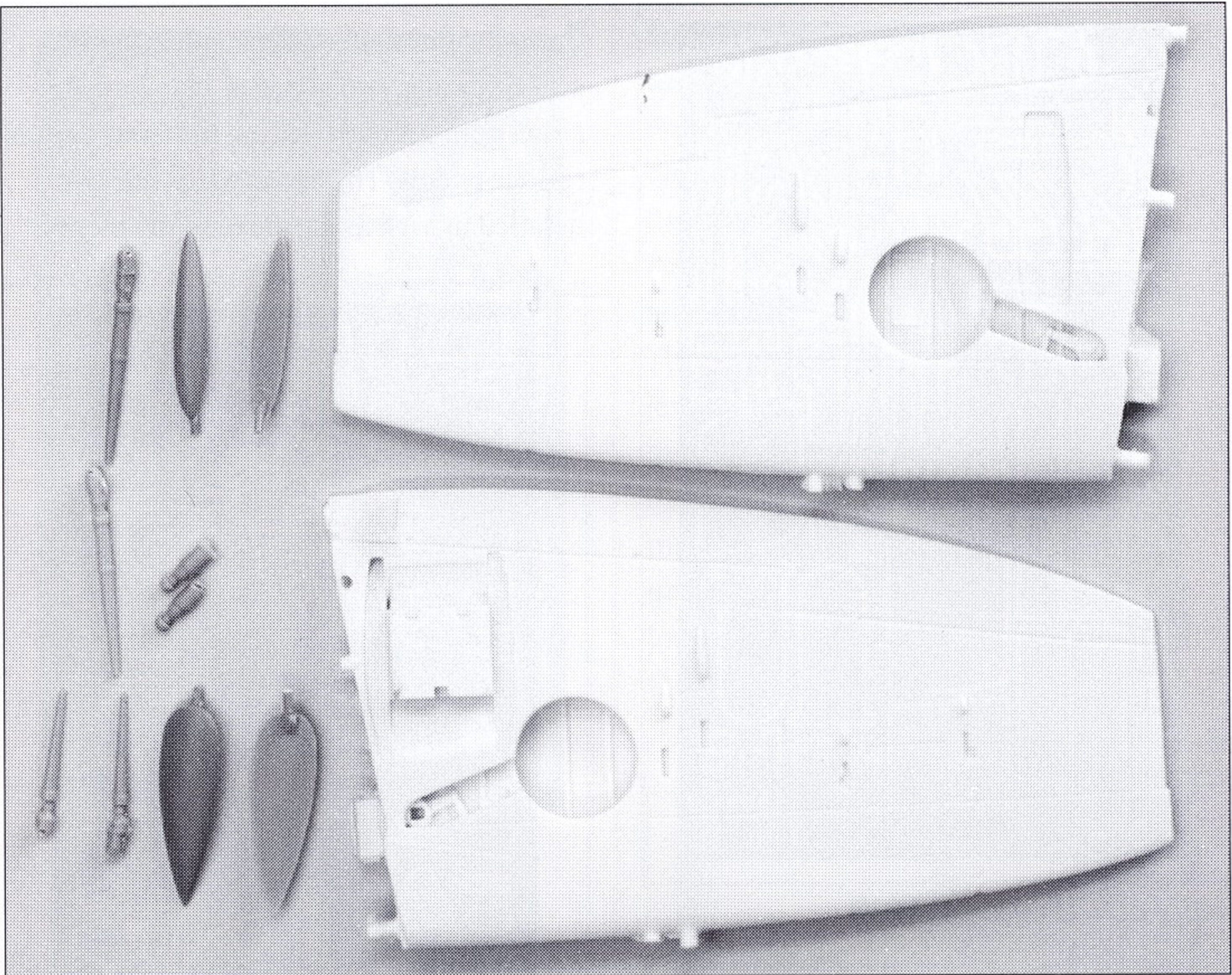


CV026 (Seafire Mk III)

sources, as the development of the Spitfire means that identifying the exact armament (blisters etc) fit can be a little complex!

Subject: Seafire Mk III
Scale: 1/48th **Product No.:** CV026
Type: Conversion set
Designed for: Tamiya Spitfire Mk Vb
Parts: Resin 26, Plastic 6
Price: £14.00

This set is very similar in approach to the

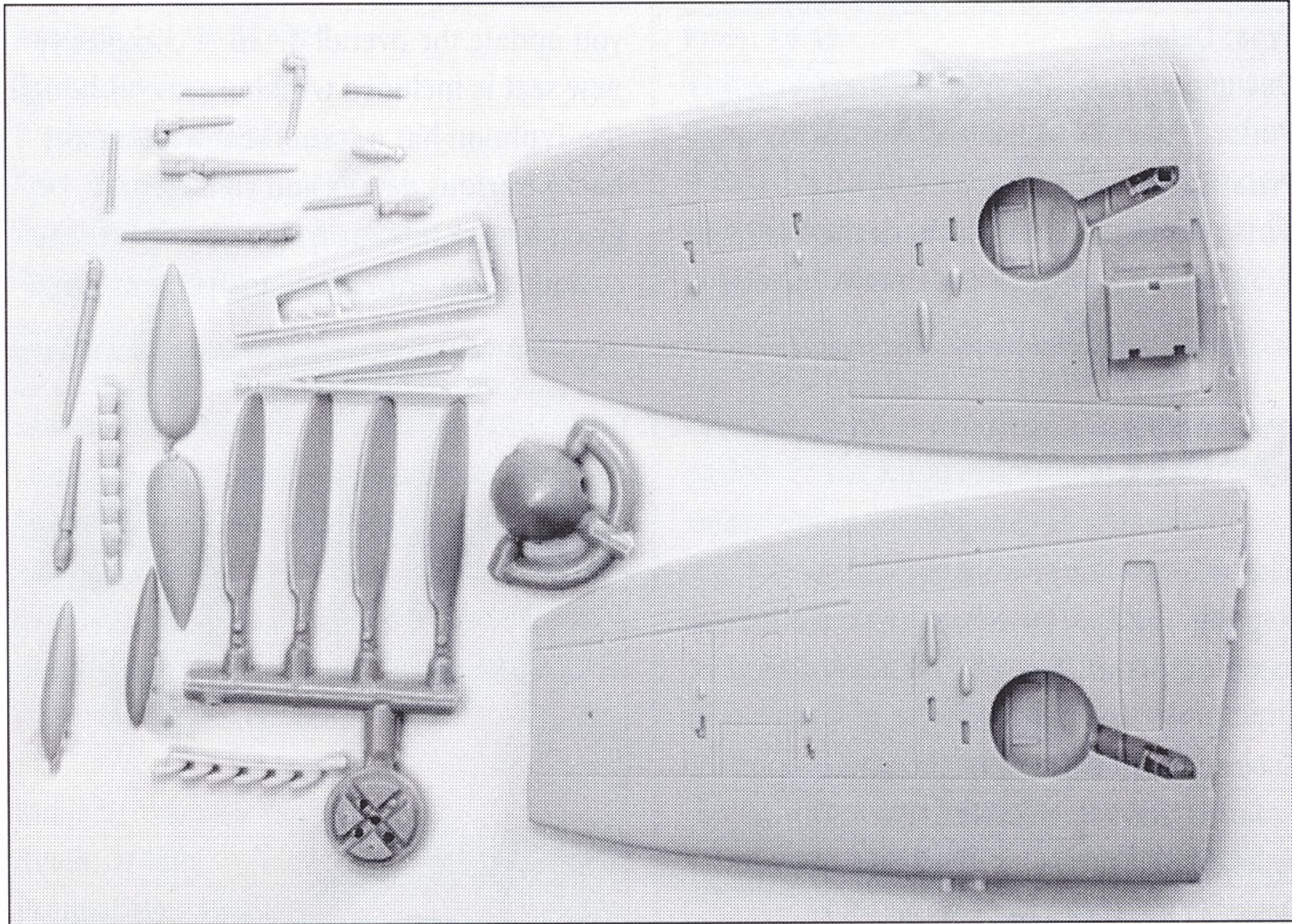


CV025 (Spitfire C Wing)

(plastic) and six-pipe exhaust stacks. Once again the fuselage strengthening plates are included on the die-cut adhesive paper and the slings and catapult spools complete the conversion.

Subject: de Havilland Mosquito NF.II/FB.VI
Scale: 1/48th **Product No.:** A48005
Type: Cockpit set
Designed for: Tamiya kit
Parts: Resin, Plastic 6
Price: £9.95

The example we have for review is a late pre-production example, and therefore without both rudder pedals and the three sets of levers. Basically though this set completely upgrades the interior of the excellent Tamiya kit. It comprises two sidewalls, the rear



CV024 (Seafire Mk II)

Mk II version reviewed previously. The set requires the removal and replacement of the wings (which include the wing fold hinge lines), removal of the ventral fuselage section for the fitment of the tail hook and the fitment of the four-blade propeller

bulkhead and floor, forward floor, front bulkhead, instrument panel, access door, pilot's seat, gunsight and T.R. 1154/1155 combination. All of these parts are offered as direct replacements for the kit parts, or as an upgrade for the moulded details.

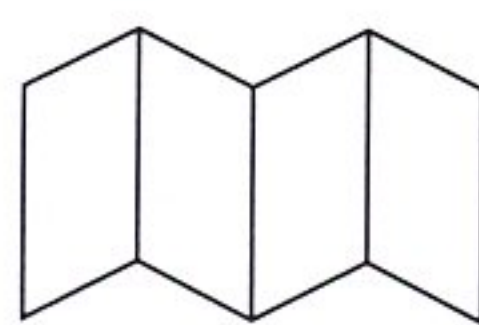
Conclusion: Each of these sets is excellent, beautifully cast and well detailed. The Mosquito set is exceptionally good and the Seafire/Spitfire conversions are simple yet effective.

Our thanks to Model Design Construction for the review samples.

Information

Worldwide Enquiries:
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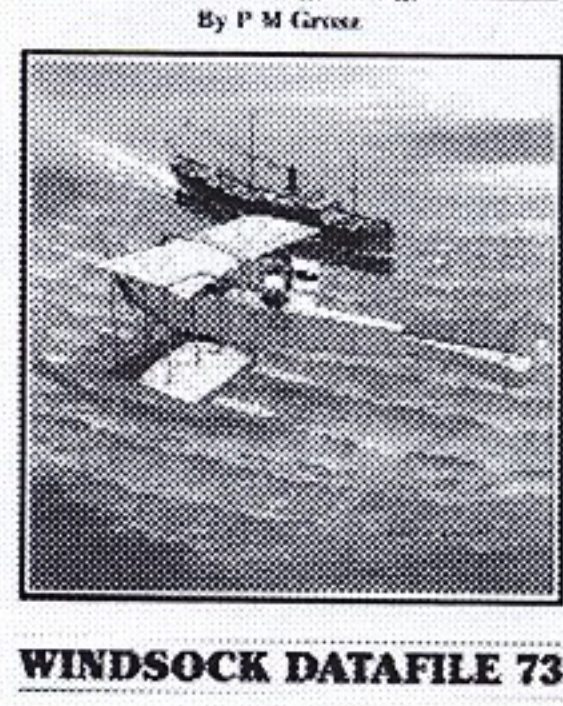
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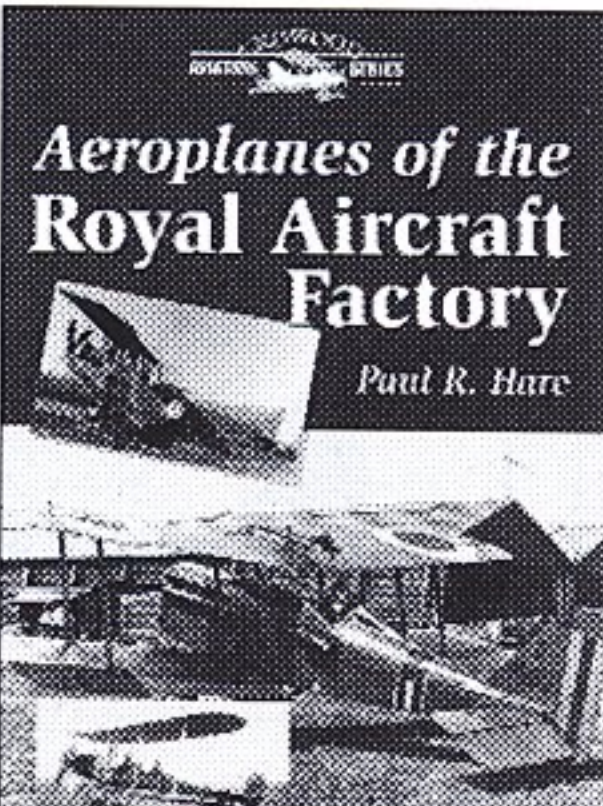
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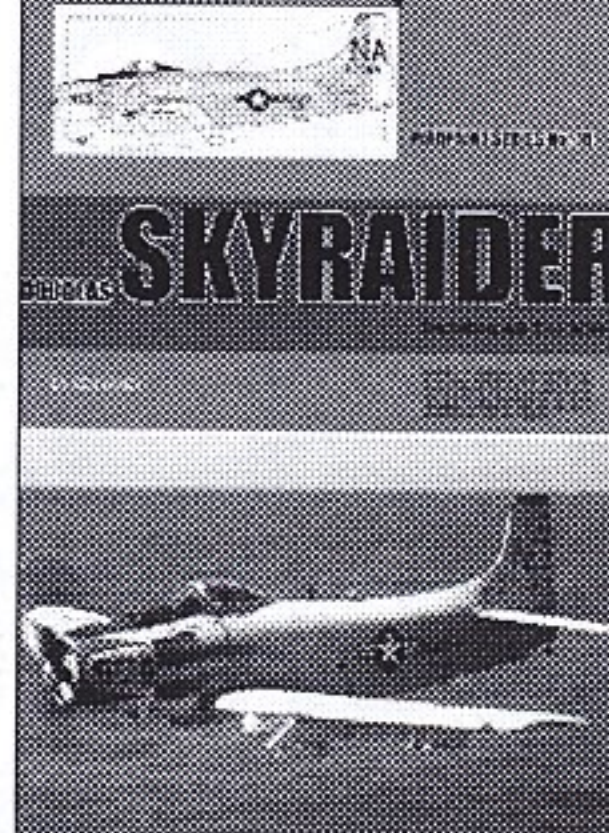
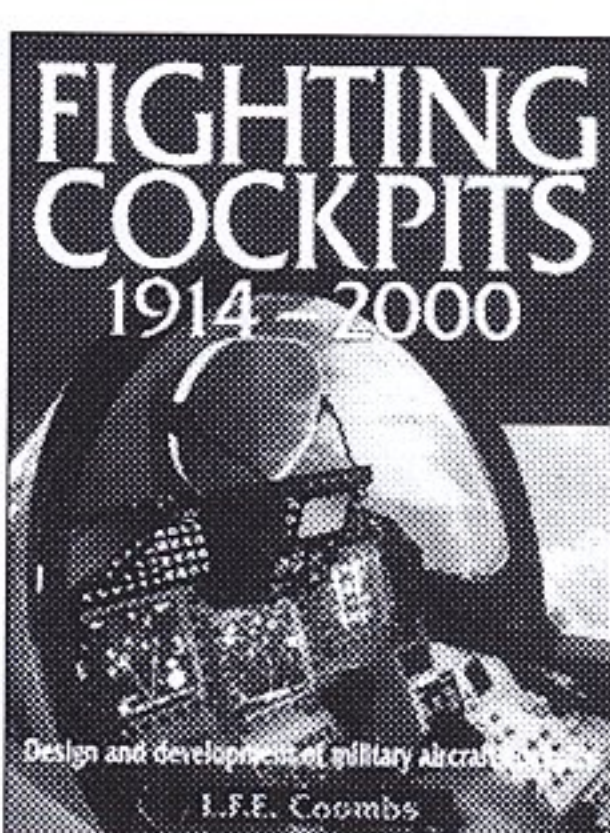


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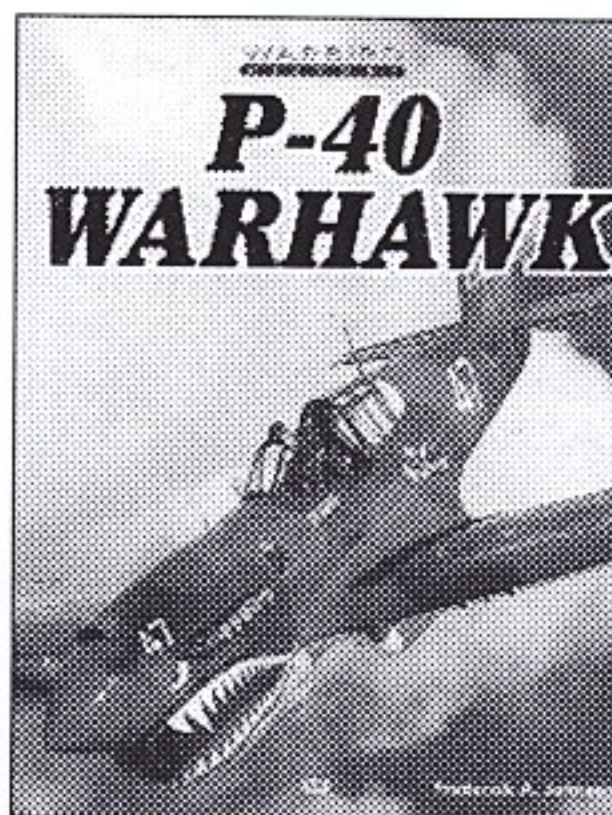
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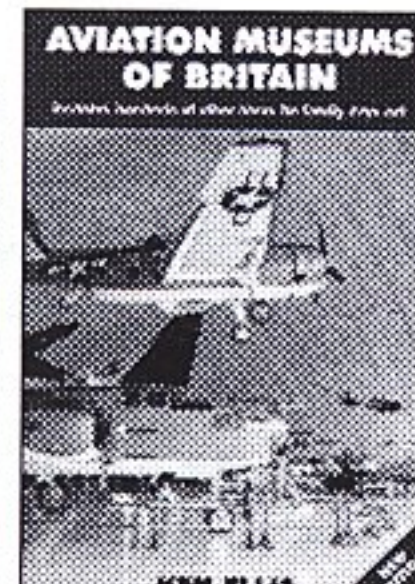
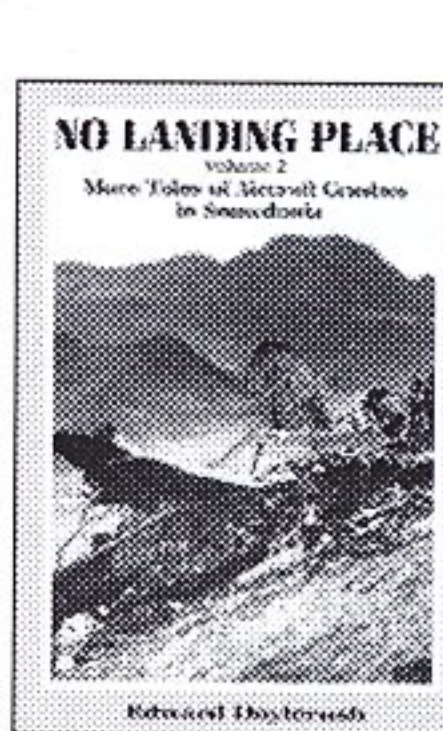
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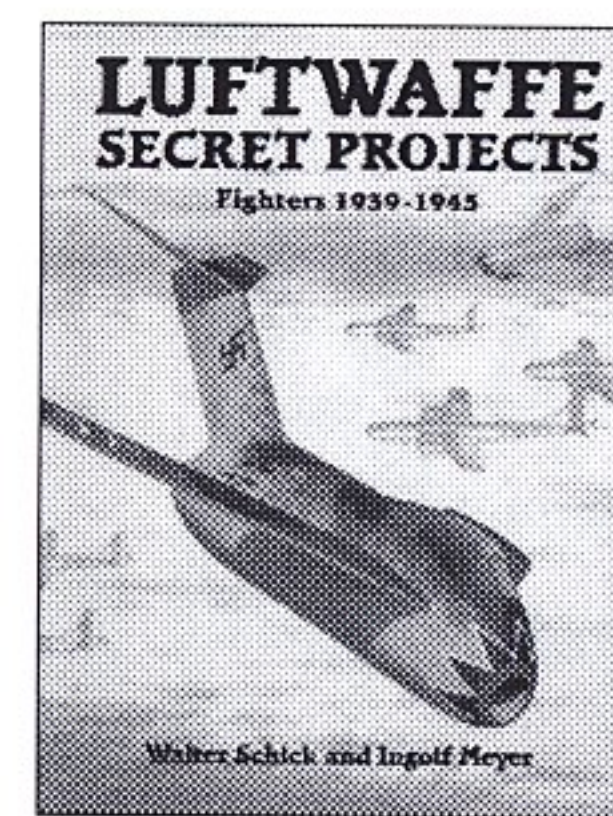
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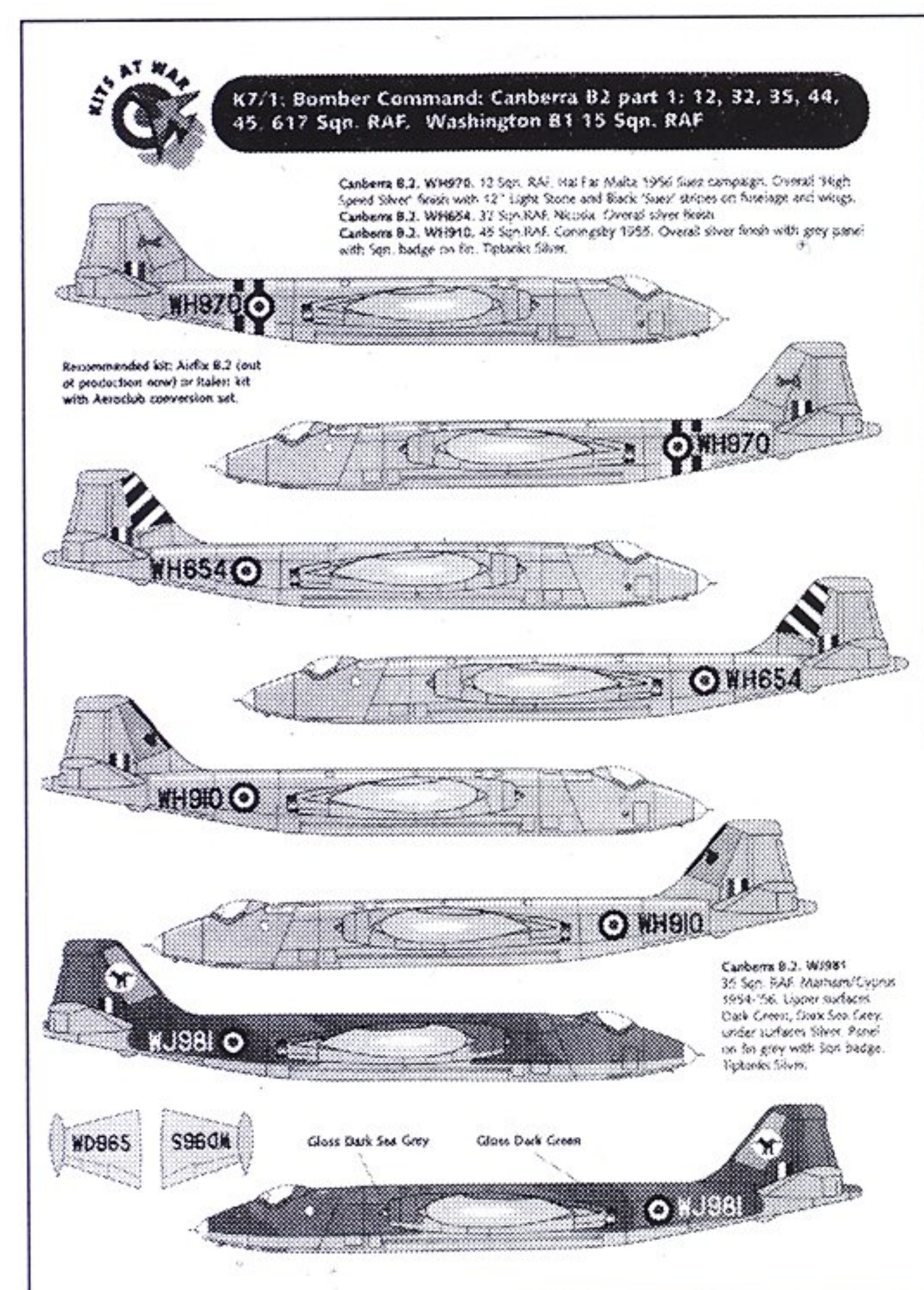
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1/72nd Scale

K7/1: Bomber Commands



Four of the Canberra options on K7/1

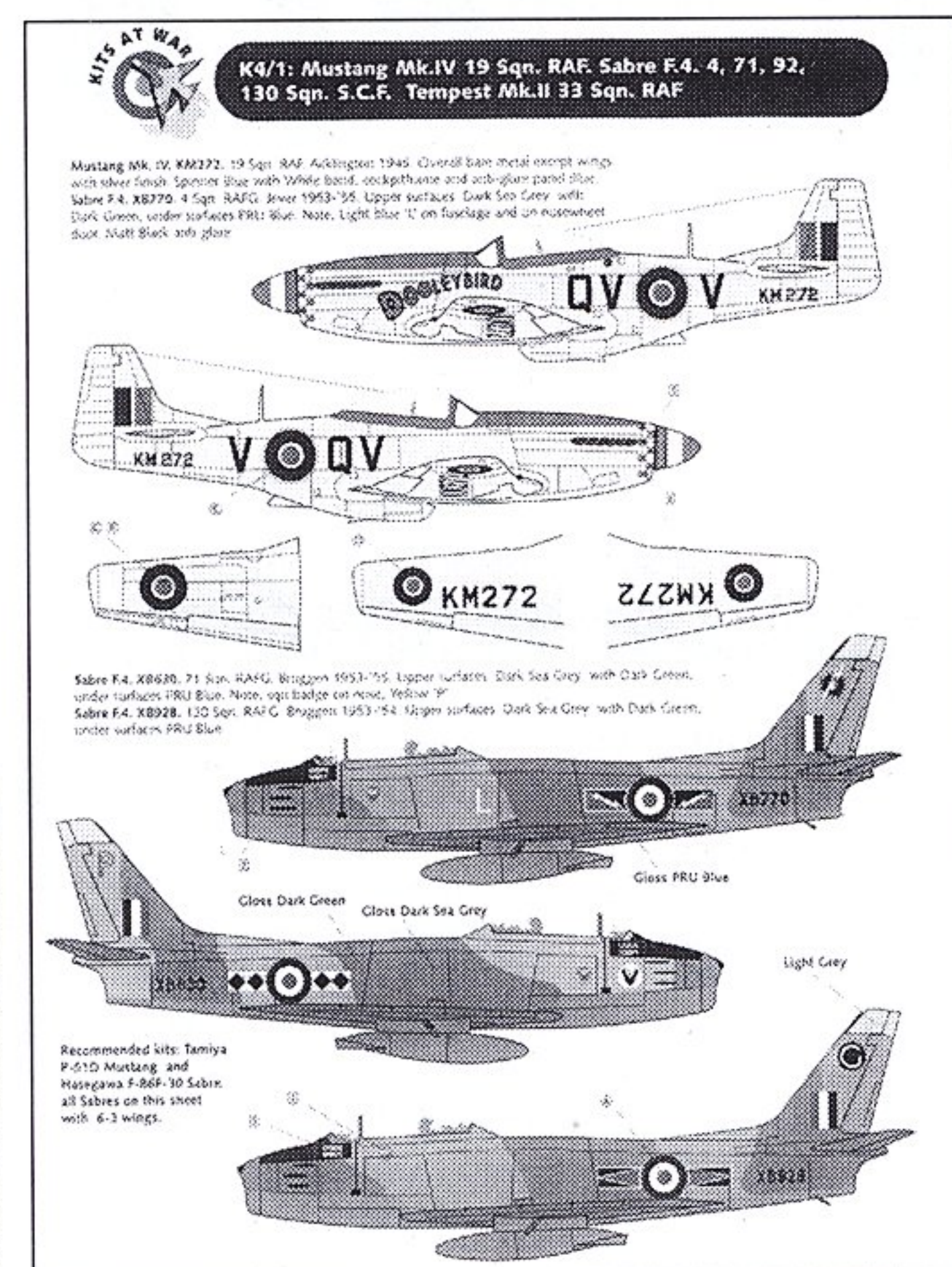


The decal sheet from K7/1

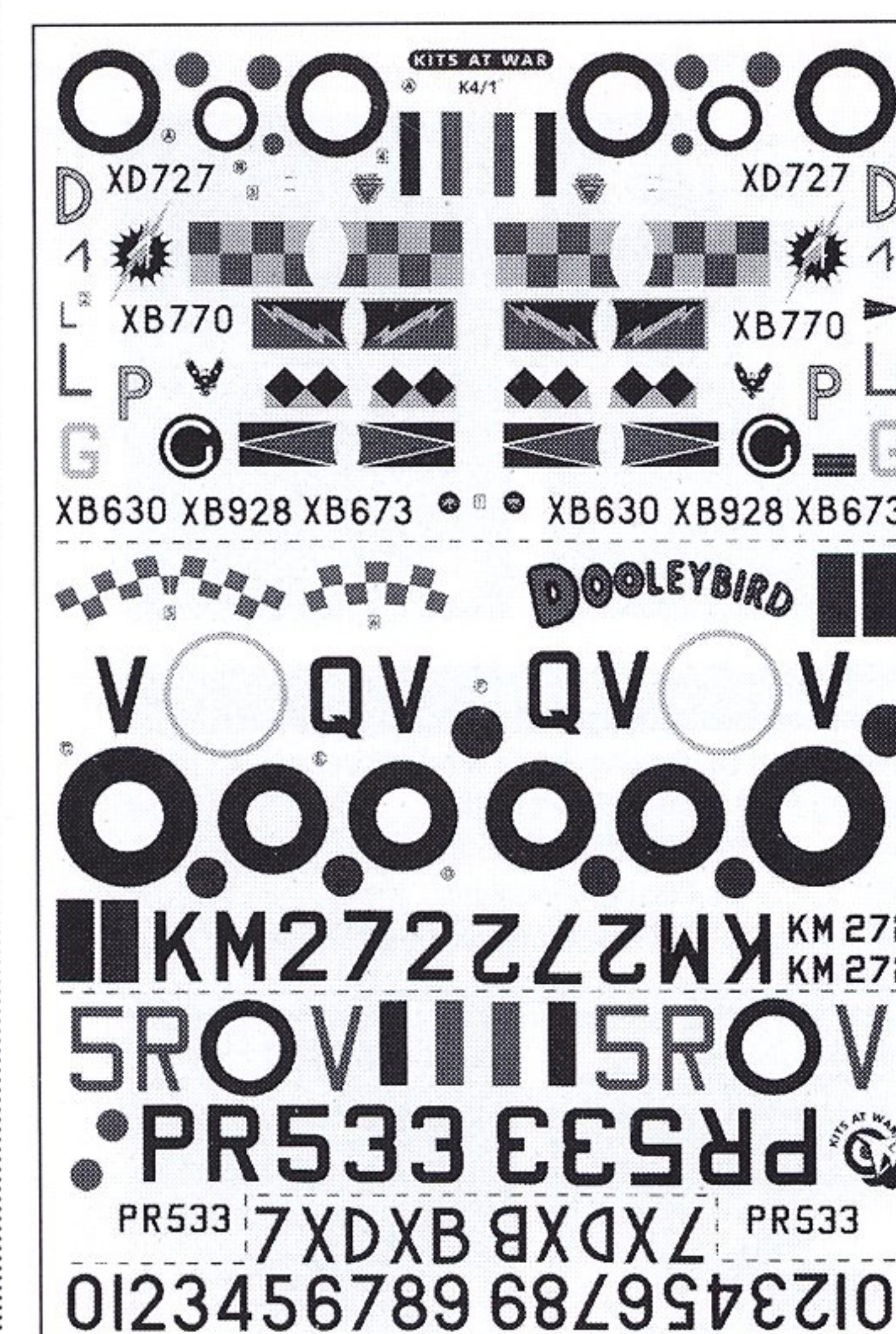
- 1. BAC Canberra B Mk 2, WH970, No. 12 Sqn, RAF Hal Far, Malta, 1956. This Suez Crisis machine is overall 'high speed silver' with Light Stone and black Suez stripes.
- 2. BAC Canberra B Mk 2, WH654, No. 32 Sqn, RAF Nicosia. This machine is silver overall.
- 3. BAC Canberra B Mk 2, WH910, No. 45 Sqn, RAF Coningsby, 1955. This aircraft is silver overall with grey panels on the vertical fin.
- 4. BAC Canberra B Mk 2, WJ981, No. 35 Sqn, RAF Marham & Cyprus, 1954-6. This machine is Dark Green and Dark Sea Grey over silver.
- 5. BAC Canberra B Mk 2, WD995, No. 617 Sqn, RAF Binbrook, 1955. This machine is Light Slate Grey and Medium Sea Grey over PRU Blue.
- 6. BAC Canberra B Mk 2, WD965, No. 44 Sqn, RAF Coningsby, 1953-7. This machine is Medium Sea Grey over Night Black.
- 7. Boeing Washington B Mk 1, WF497, No. 15 Sqn, RAF Coningsby, 1951-3. This machine is natural metal over Night Black and the nosewheel doors are probably blue.

1/48th Scale

K4/1: Sabre, Mustang & Tempest



Two of the Mustang, and three of the Sabre options on K4/1



The decal sheet from K4/1

- 1. Mustang Mk IV, KM272, No. 19 Sqn, RAF Acklington, 1945. This machine is bare metal with the exception of the blue and white spinner and blue canopy frame and anti-dazzle panel.
- 2. Sabre F Mk 4, XB770, No. 4 Sqn, RAFG Jever, 1953-5. This machine is Dark Sea Grey and Dark Green over PRU Blue.
- 3. Sabre F Mk 4, XB630, No. 71 Sqn, RAFG Bruggen, 1953-5. This machine is in the same scheme as the previous option.
- 4. Sabre F Mk 4, XB928, No. 130 Sqn, RAFG Bruggen, 1953-4. This machine is the same scheme as option 2.
- 5. Sabre F Mk 4, XD727, No. 92 Sqn, RAF Linton-on-Ouse, 1956. This aircraft is in the same scheme as option 2.
- 6. Sabre F Mk 4, XB673, Sabre Conversion Flight, RAF Wildenrath, 1953. This machine is bare metal overall.
- 7. Hawker Tempest Mk II, PR533, No. 33 Sqn, RAF Kuala Lumpur, 1949. This machine is silver overall with a red spinner and the anti-dazzle panel in matt black.

Note that all of the Sabres in this selection have the 6-3 wing, and therefore can be used on the Hasegawa F-86F-30 kit.

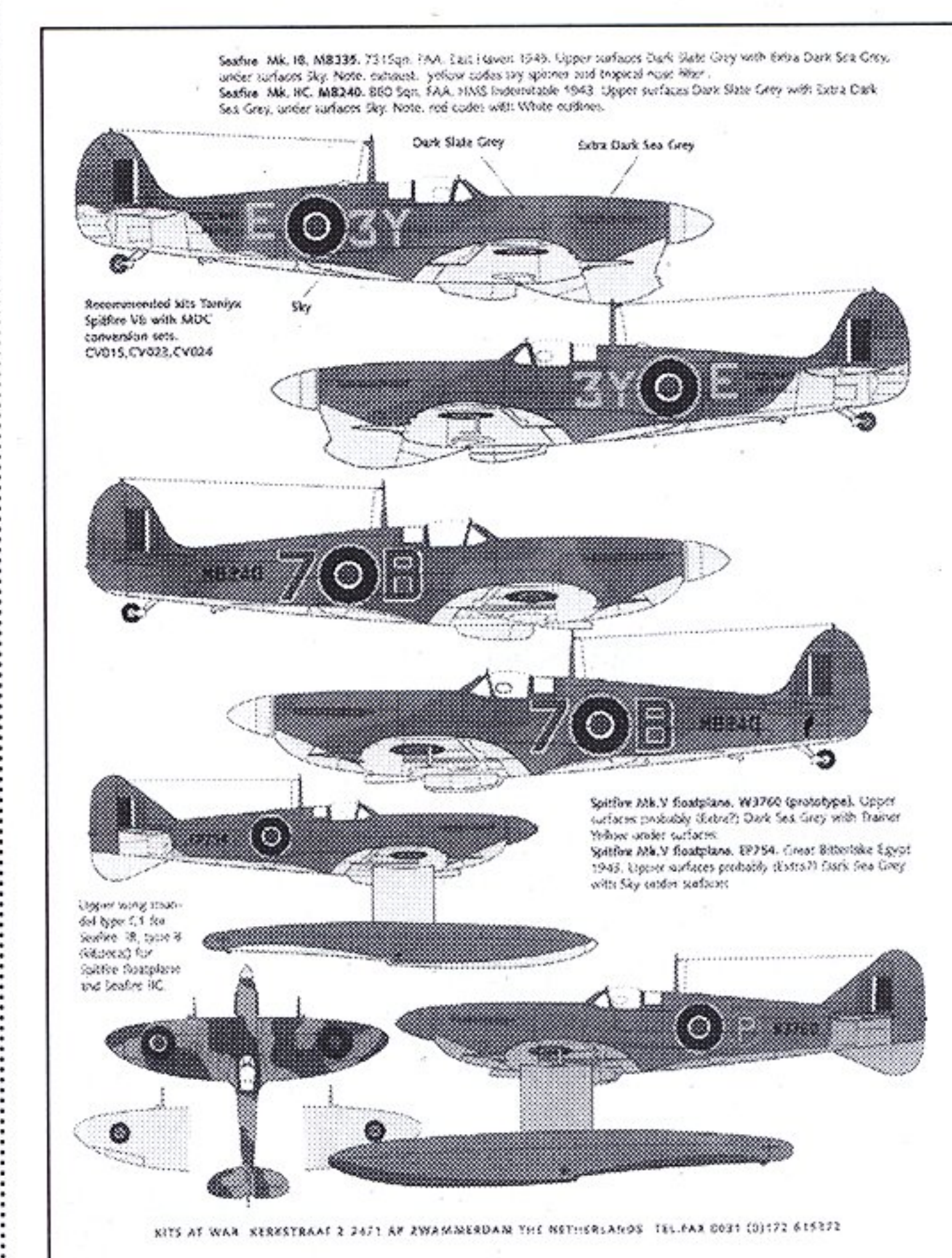
K4/2: Spitfire, Hurricane and Seafire

- 1. Spitfire Mk I, K9795, No. 19 Sqn., RAF Duxford, 1938. This aircraft is Dark Green and Dark Earth over silver
- 2. Spitfire Mk I, K9797, No. 19 Sqn, RAF

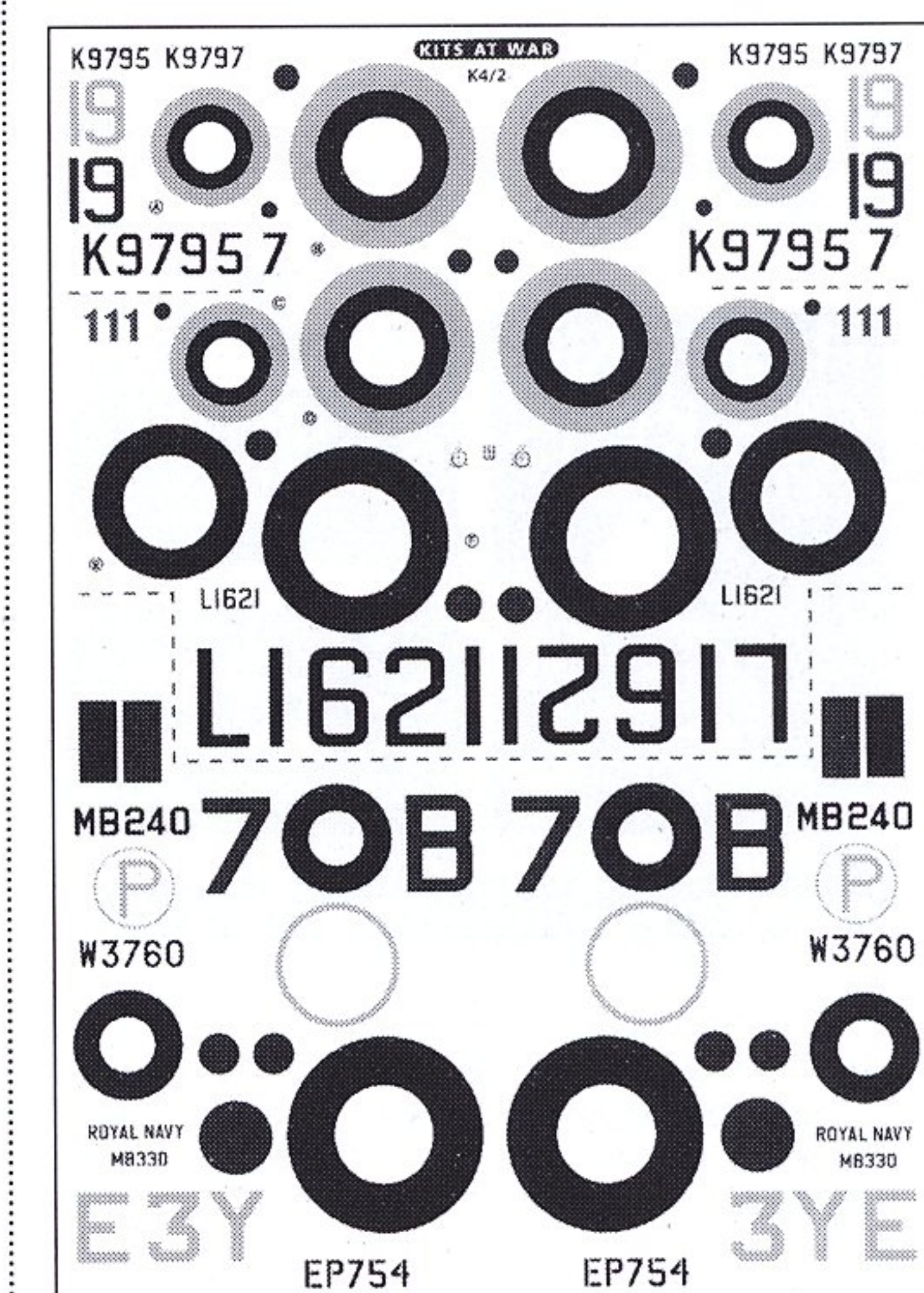
Duxford, 1938. This is in the same scheme as the previous option.

- 3. Hawker Hurricane Mk I, L1621, No. 111 Sqn, RAF Northolt, 1938. This machine is Dark Earth and Dark Green over silver.
- 4. Seafire Mk Ib, MB335, No. 731 Sqn, FAA, East Haven, 1945. This is Dark Slate Grey and Extra Dark Sea Grey over Sky.
- 5. Seafire Mk IIc, MB240, No. 880 Sqn, FAA, HMS Indomitable, 1943. This machine is Dark Slate Grey and Extra Dark Sea Grey over Sky.
- 6. Spitfire Mk V floatplane, W3760 (prototype). This aircraft is probably (Extra?) Dark Sea Grey over Trainer Yellow.
- 7. Spitfire Mk V floatplane, EP754, Great Bitterlake, Egypt, 1943. This machine is (probably?) in the same scheme as the previous option.

Note that option three will require the Watts two-blade propeller, while options 4, 5 & 6 can be created using the recent conversions from MDC.



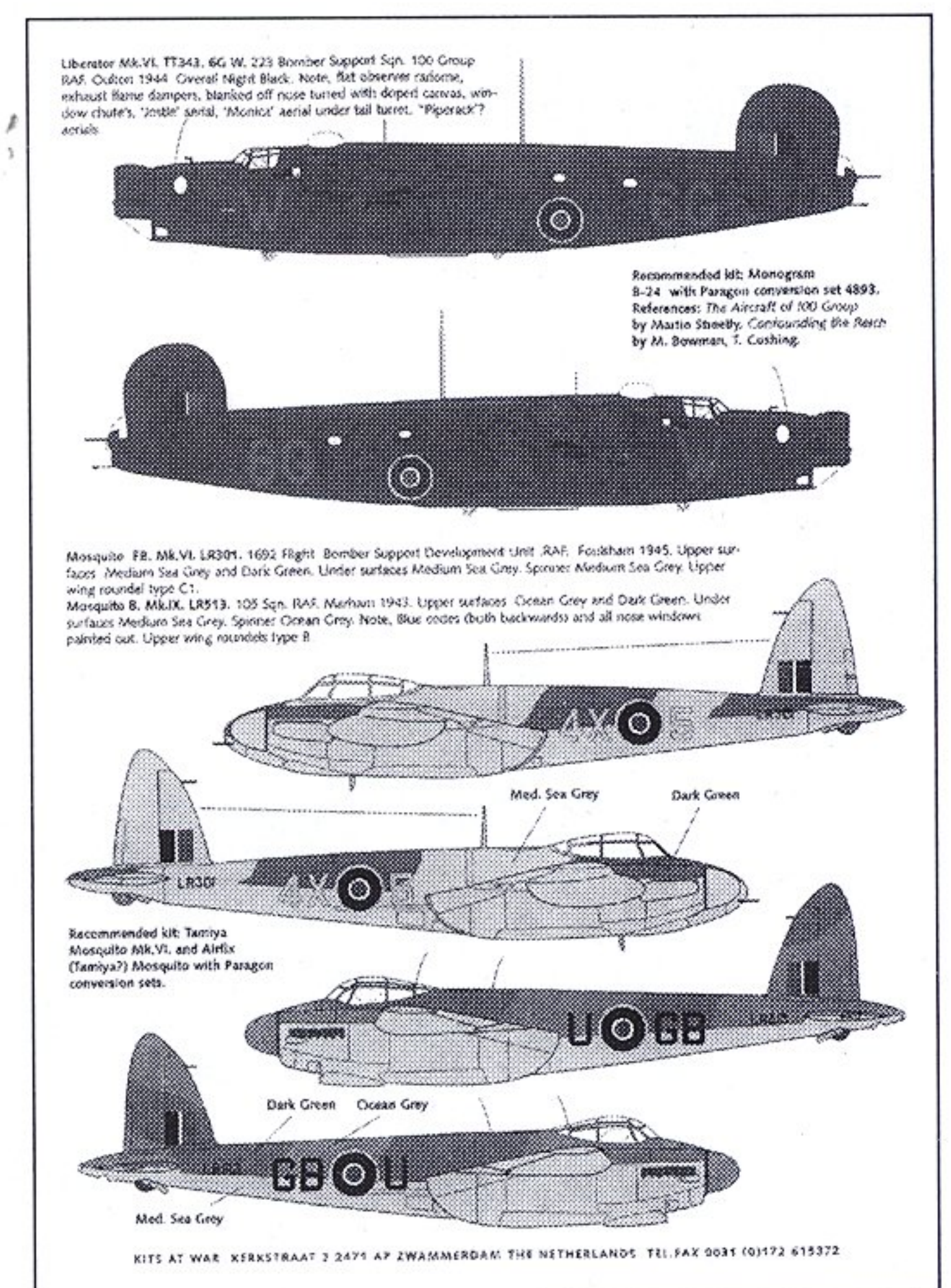
Four of the Spitfire options on K4/2



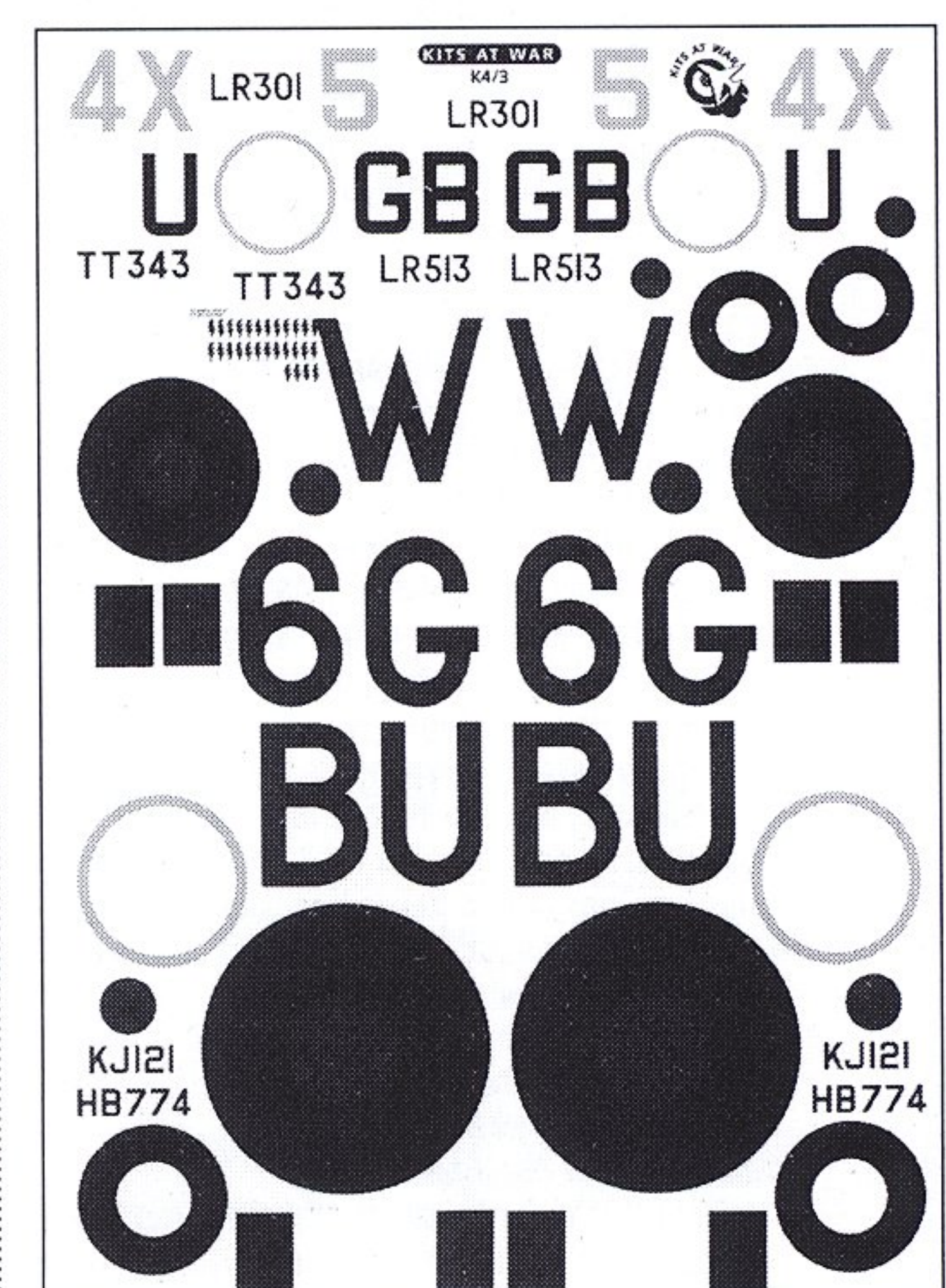
The decal sheet from K4/2

K4/3: Fortress, Liberator & Mosquito

- 1. Fortress Mk III, KJ121, 6G•B of No. 223 Bomber Support Sqn, 100 Group, RAF Oulton, 1944. This is Dark Earth and Dark Green over Night Black.
- 2. Fortress Mk III, HB774, BU•G of No. 214 Bomber Support Sqn, 100 Group, RAF Sculthorpe/Oulton, 1944. This machine is in the same scheme as the previous option.
- 3. Liberator Mk VI, TT343, 6G•W of No. 223 Bomber Support Sqn, 100 Group, RAF Oulton, 1944. This aircraft is Night Black overall.
- 4. D.H. Mosquito FB Mk VI, LR301, No. 1692 Flight, Bomber Support Development Unit, RAF Foulsham, 1945. This machine is



The Liberator and Mosquito options on K4/3



The decal sheet from K4/3

Medium Sea Grey overall with a disruptive camouflage pattern of Dark Green on the upper surfaces.

- 5. D.H. Mosquito B Mk IX, LR513, No. 105 Sqn, RAF Marham, 1943. This machine is Ocean Grey and Dark Green over Medium Sea Grey

Note: The Fortress and Liberator options utilise the Monogram kits with the Paragon conversion sets, while the Mosquito options can use the Tamiya or Airfix kit with the applicable Paragon conversion.

Each of the sheets featured here includes all the unique markings for each option, along with a set (or two) of national markings. No stencilling is included, but each image is well printed, very glossy and has very good colour density. Each of the sheets featured here retails for £5.99. What a great idea this is from Dutch Decals, as it is so nice to have a decal manufacturer producing sheets that are applicable to conversion and update sets instead of just the available kits. Keep it up!

Our thanks to Kits at War (Dutch Decals)
for the review samples.

Information

Worldwide Enquiries:

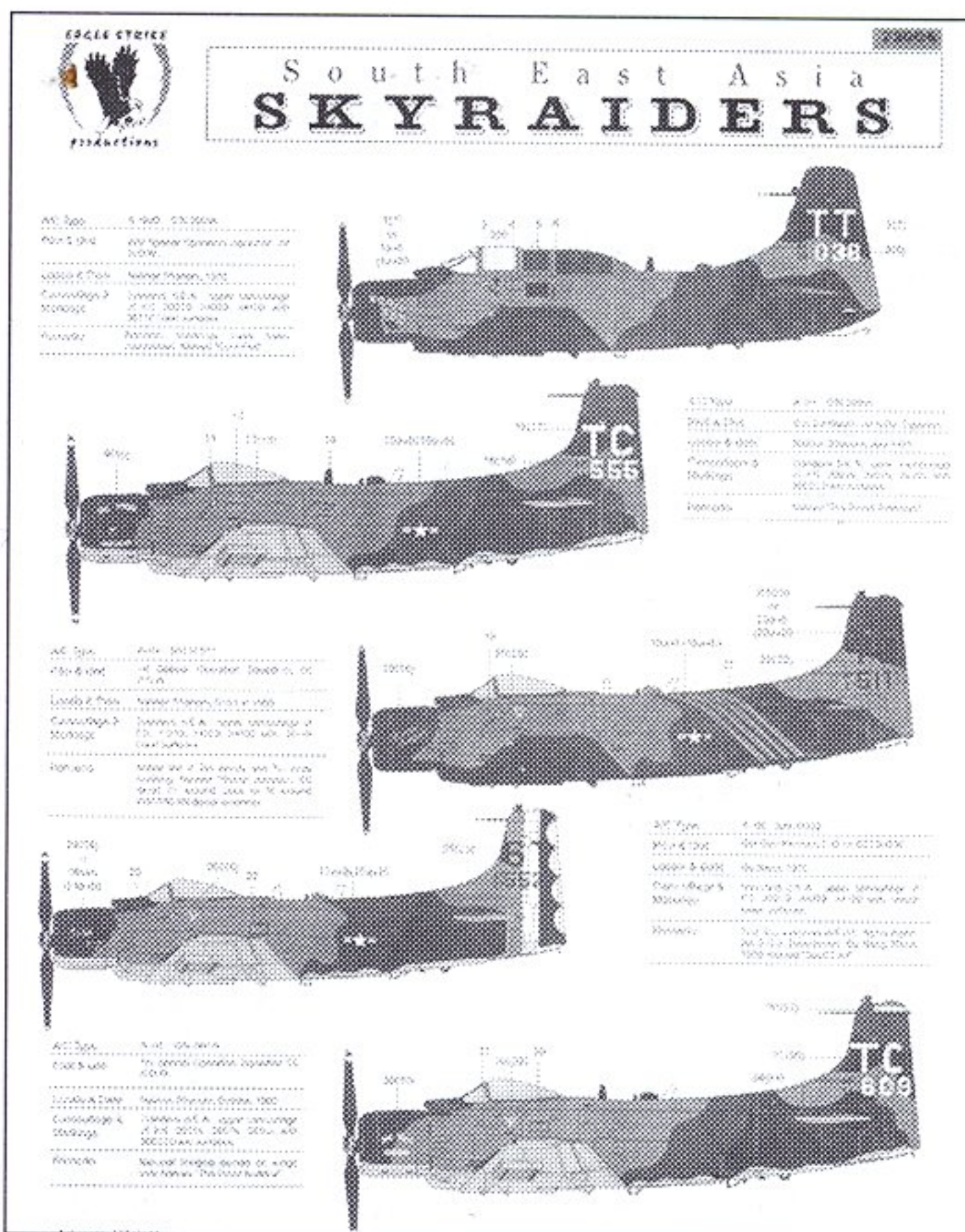
Worldwide Enquiries:
Kits at War, Kerstraat 2, 2471 AP
Zwammerdam, The Netherlands.
Tel/Fax: 0031 0 172 615372

Eagle Strike

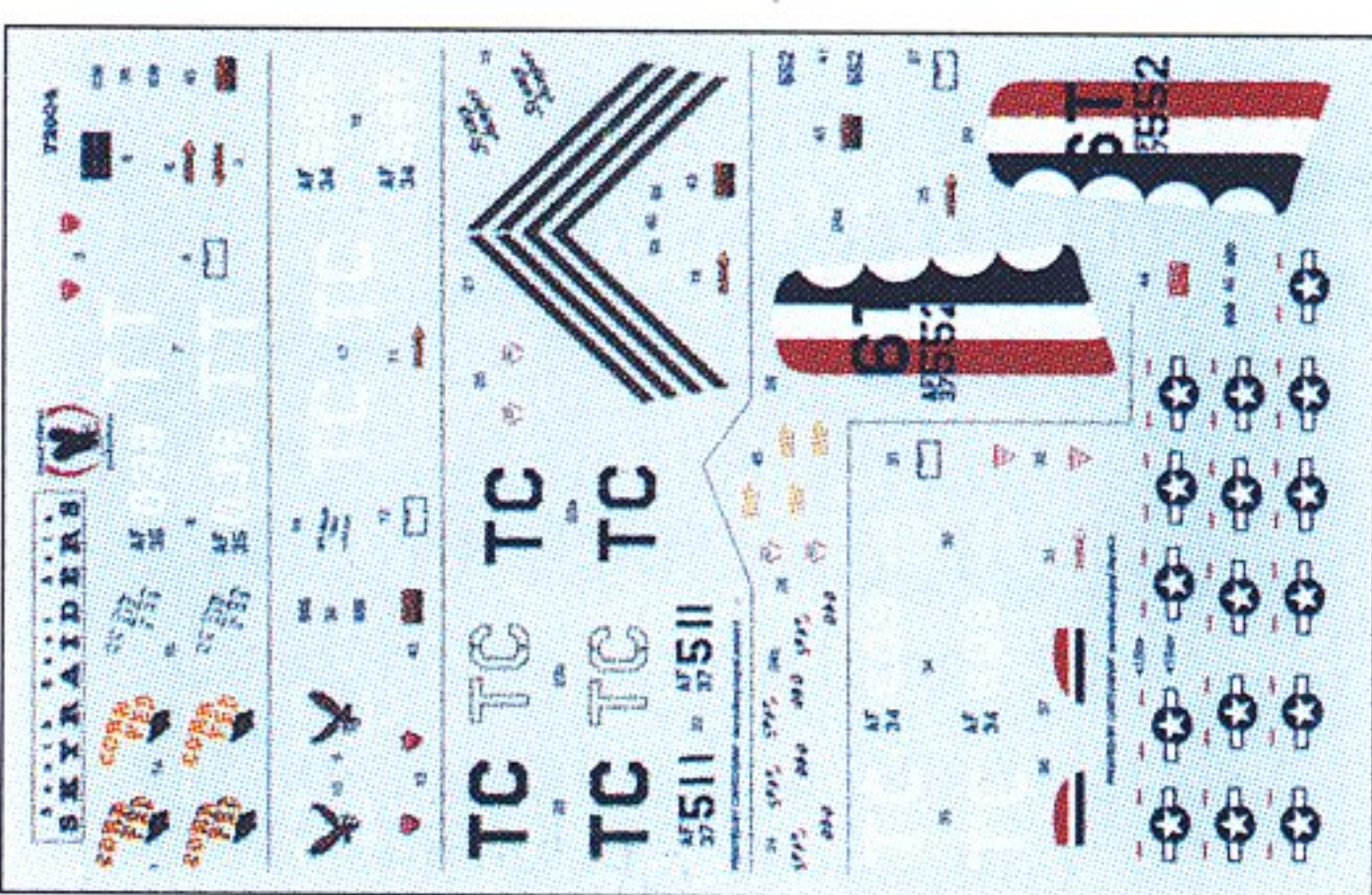
The latest selection of 1/72nd and 1/32nd scale decal sheets has been passed directly to us by this manufacturer.

1/72nd Scale

72004 South East Asia Skyraiders

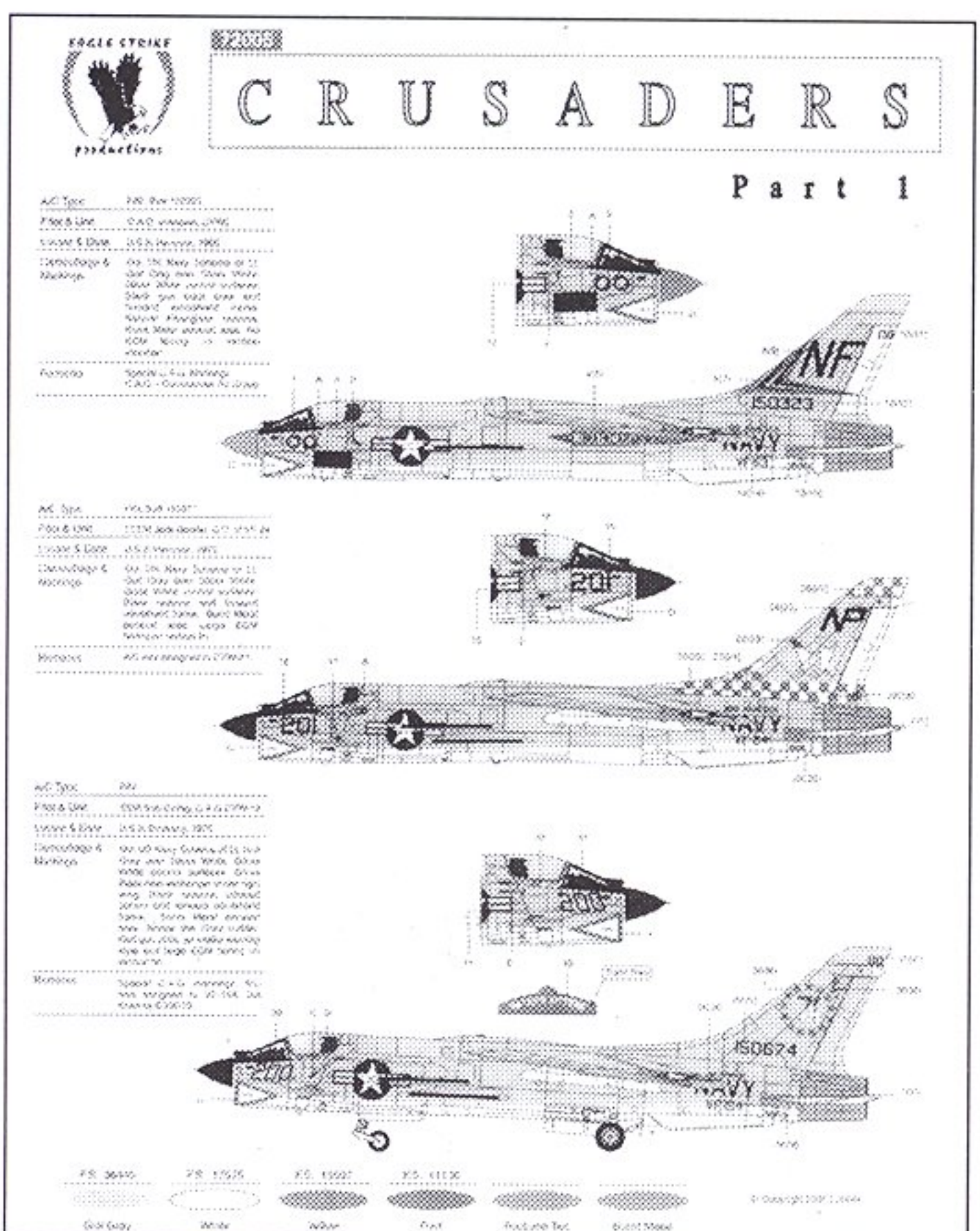


The five Skyraider options on 72004

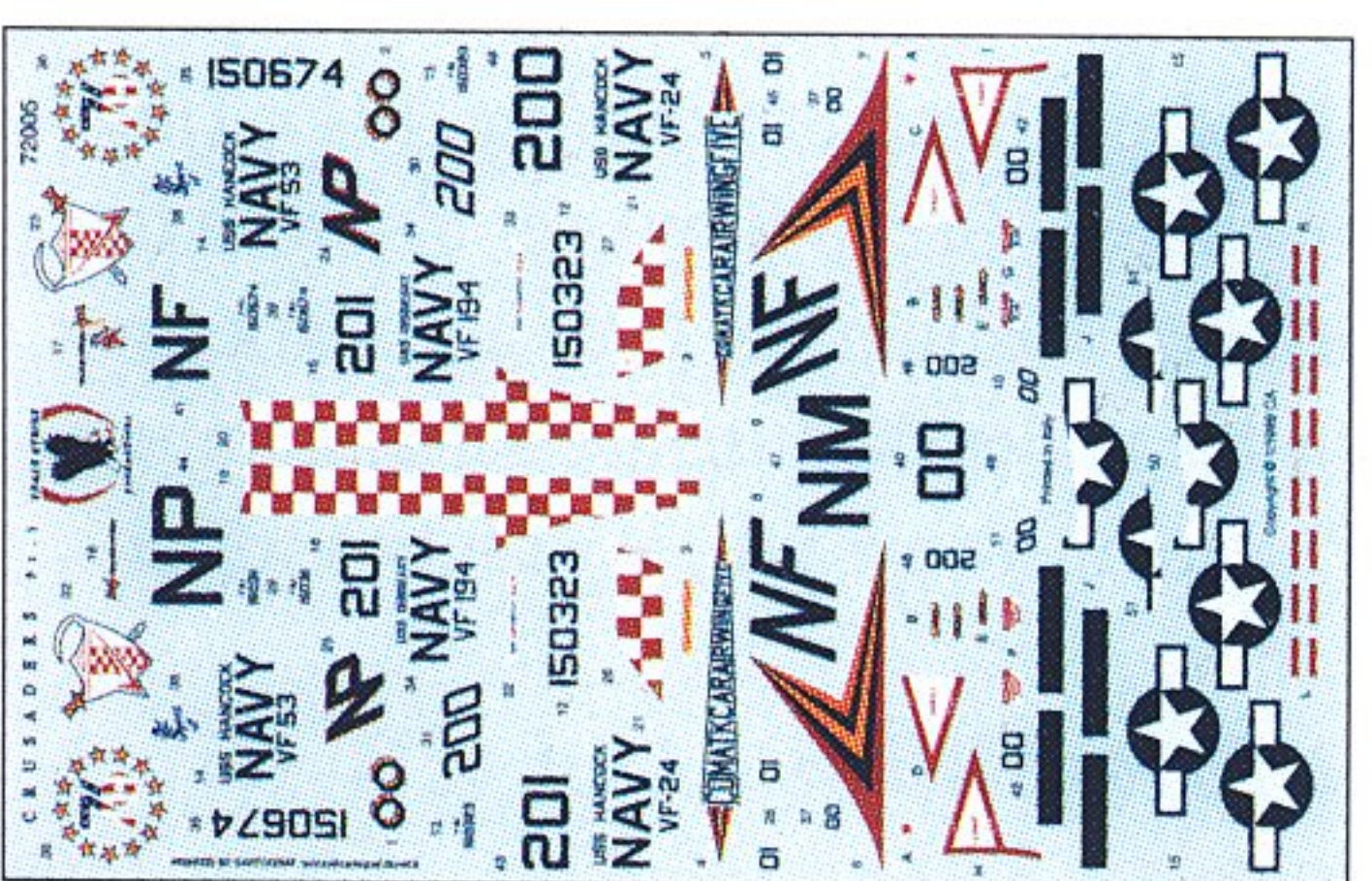


72004

1. A-1E/G, 35038 of the 602nd Special Operations Squadron (SOS), 56th SOW, Nakhon Phanom, 1970. This machine is in the standard SEA scheme; FS 30219, 34079, 34102 over 36118.
2. A-1H, 34555 flown by Col. Ed Walsh, 1st SOS, Nakhon Phanom, July 1971. This is in the same scheme as the previous option.
3. A-1H, 37511, 1st SOS, 56 SOW based at



The Crusader options on 72005



72005

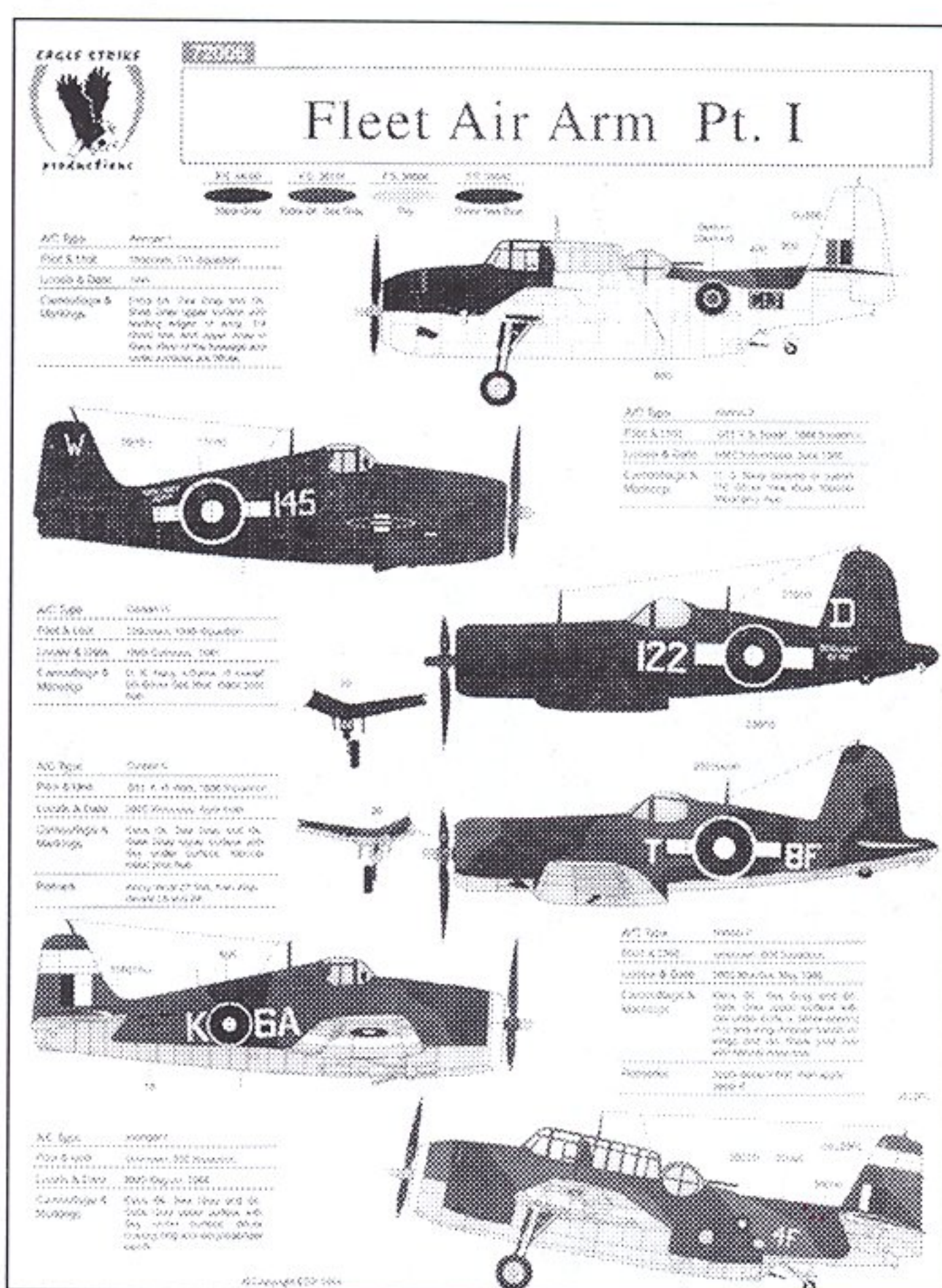
Nakhon Phanom, October 1969. Once again this has the same scheme as the previous two options.

4. A-1H, 37552 flown by Col. Sam Berman the CO of the 633rd SOW based at Da Nang, 1970. This machine is again in the same scheme as option 1.
5. A-1H, 34609 of the 1st SOS, 56th SOW, Nakhon Phanom, October 1968. Once again, this aircraft is in the same scheme as all the previous machines.

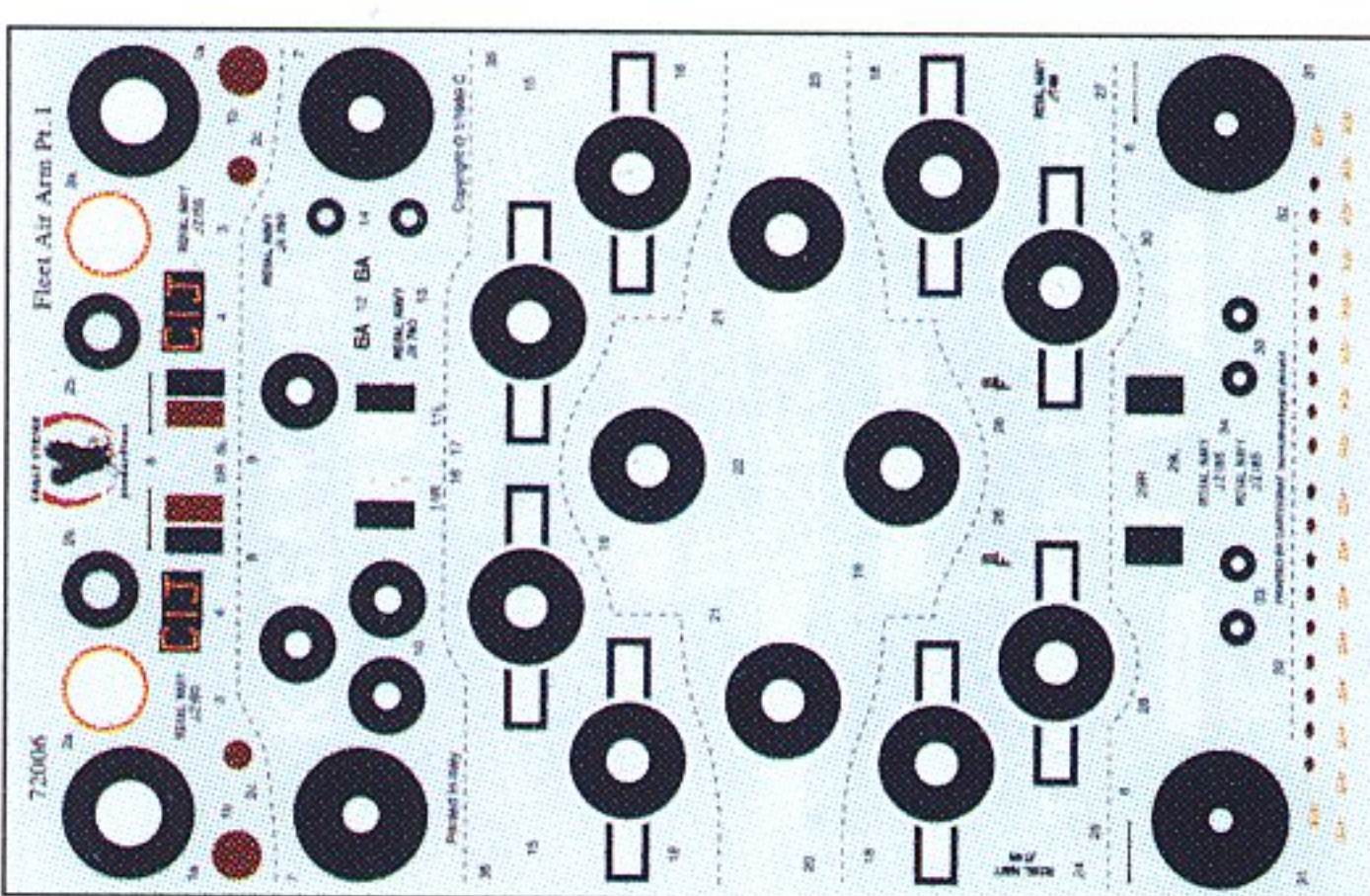
72005 Crusaders Part 1

1. F-8E, Bu/No. 150323 of CVW5 on USS Hancock in 1966. This machine is Light Gull Grey over Gloss White.
2. F-8J, Bu/No. 150311 flown by Lt. Cmdr. Jack Dateler the CO of VF-24 on US Hancock in 1972. This one is in the same scheme as the previous option.
3. F-8J flown by Cmdr. Bob Coffey of CVW-19 on USS Oriskany in 1976. Once again this aircraft is in the same scheme as option 1.

72006 Fleet Air Arm Pt. I



All of the options on 72006



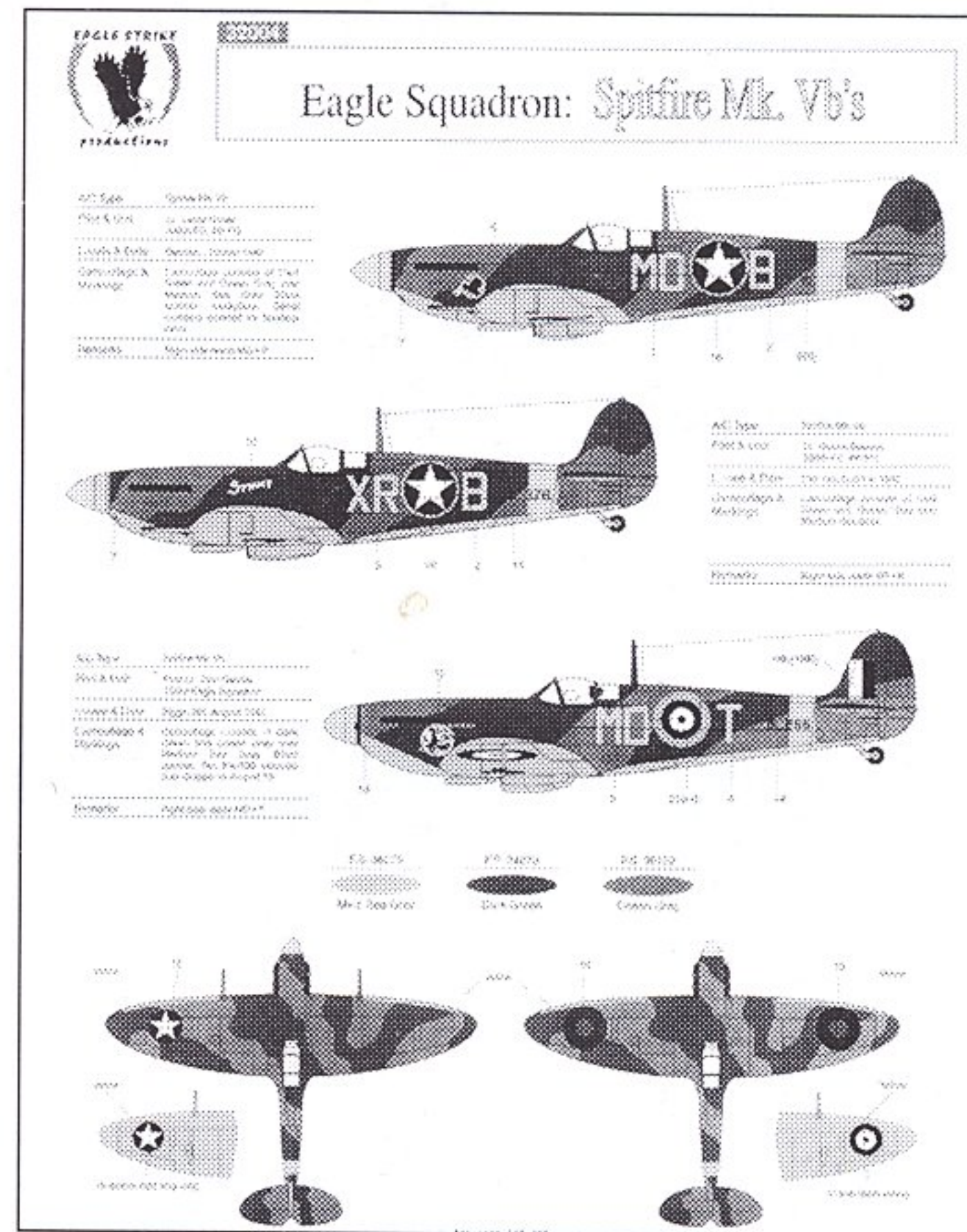
72006

1. Grumman Avenger I, JZ150 of No. 711 Squadron in 1945. This machine is Extra Dark Sea Grey and Dark Slate Grey over white.
2. Grumman Hellcat II, JZ935 flown by Sqn Ldr T.B. Speak of No. 1844 Squadron on HMS Indomitable in June 1945. This machine is US Gloss Sea Blue.
3. Vought-Chance Corsair IV, KD780 of No. 1846 Squadron on HMS Colossus in 1945. This is US Gloss Sea Blue overall.
4. Vought-Chance Corsair II, JT418 flown by Sqn Ldr A.R. Watt, No. 1836 Squadron, HMS Victorious in April 1945. This aircraft is Extra Dark Sea Grey and Dark Slate Grey over Sky.
5. Grumman Hellcat II, JX780 of No. 808 Squadron on HMS Khedive, May 1945. This is Extra Dark Sea Grey and Dark Slate Grey over Sky.

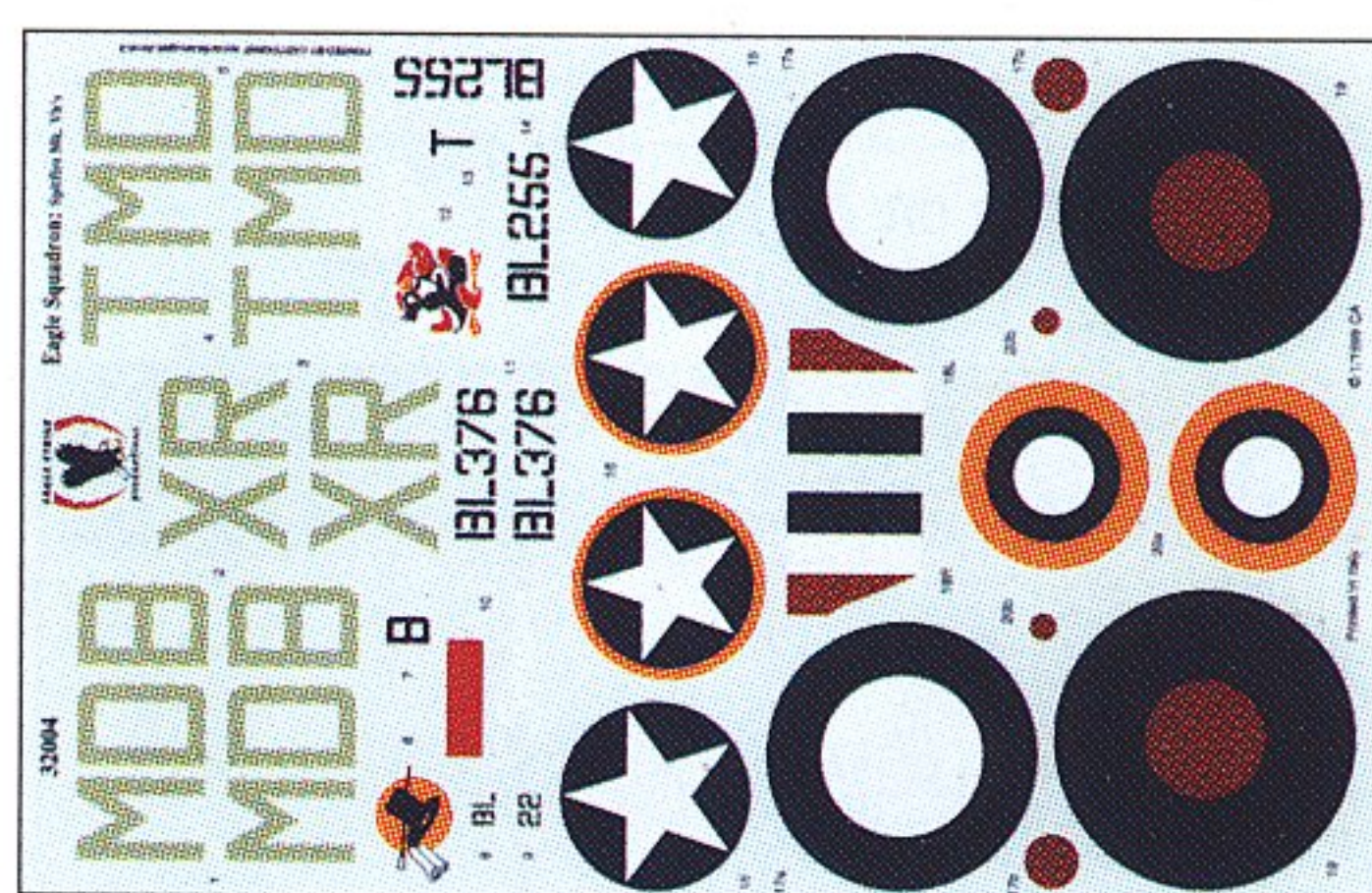
6. Grumman Avenger I of No. 832 Squadron on HMS Begum in 1944. This machine is in the same scheme as the previous option.

1/32nd Scale

32004 Eagle Squadron: Spitfire Mk Vb's

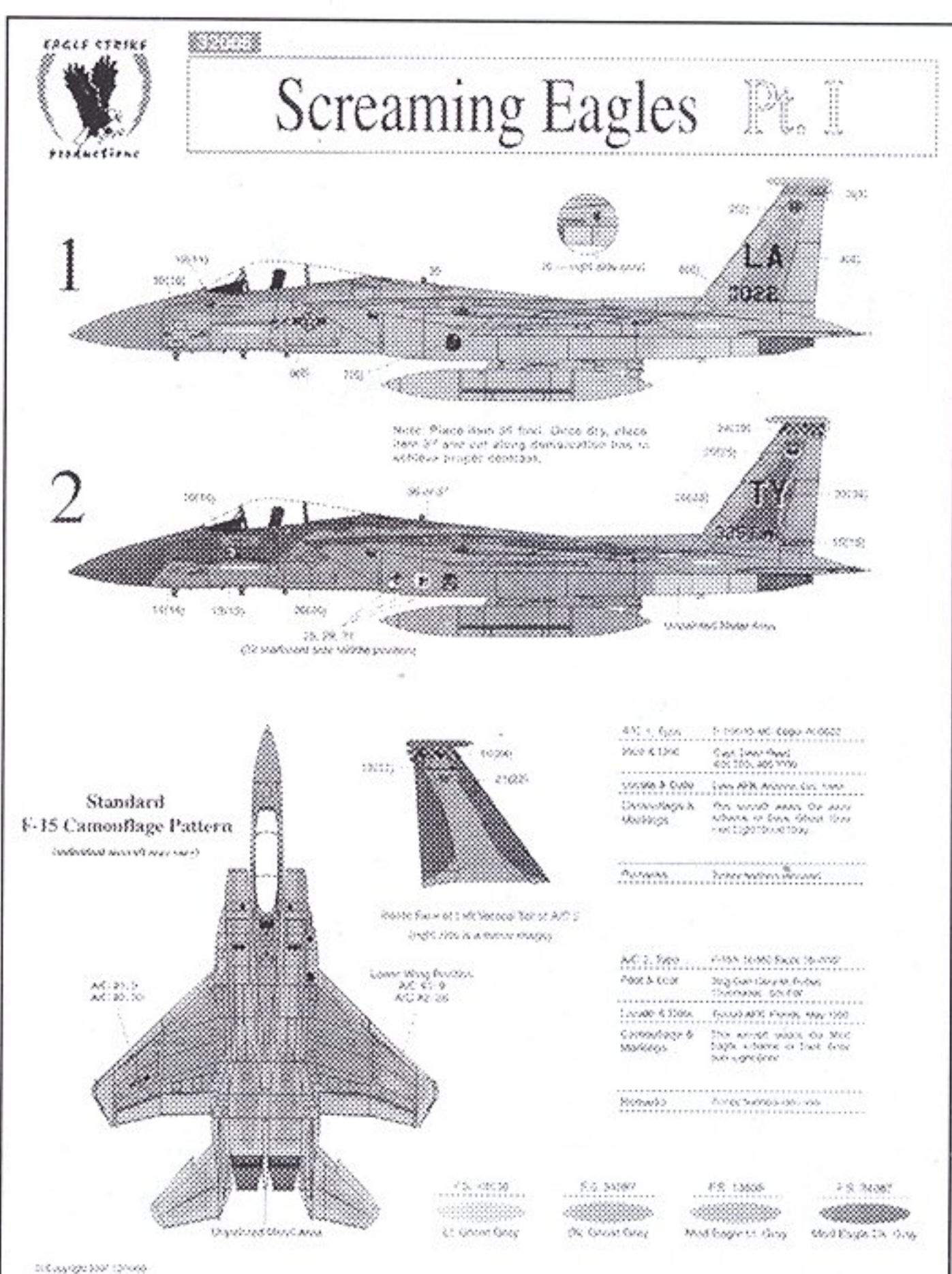


The three American operated Spitfires on 32004



32004

1. Mk Vb, MD•B flown by Lt Leroy Glover, 336th FS, 4th FG based at Debden in October 1942. This machine is Dark Green and Ocean Grey over Medium Sea Grey.
2. Mk Vb, BL376, XR•B flown by Lt Duane Beeson of the 334th FS, 4th FG based at Debden in October 1942. This is in the same scheme as the previous option.
3. Mk Vb, BL255, MD•T flown by 1st Lt Don Gentile of the 133rd Eagle Squadron based at Biggin Hill, August 1942. This



The two F-15 Eagles on 32005



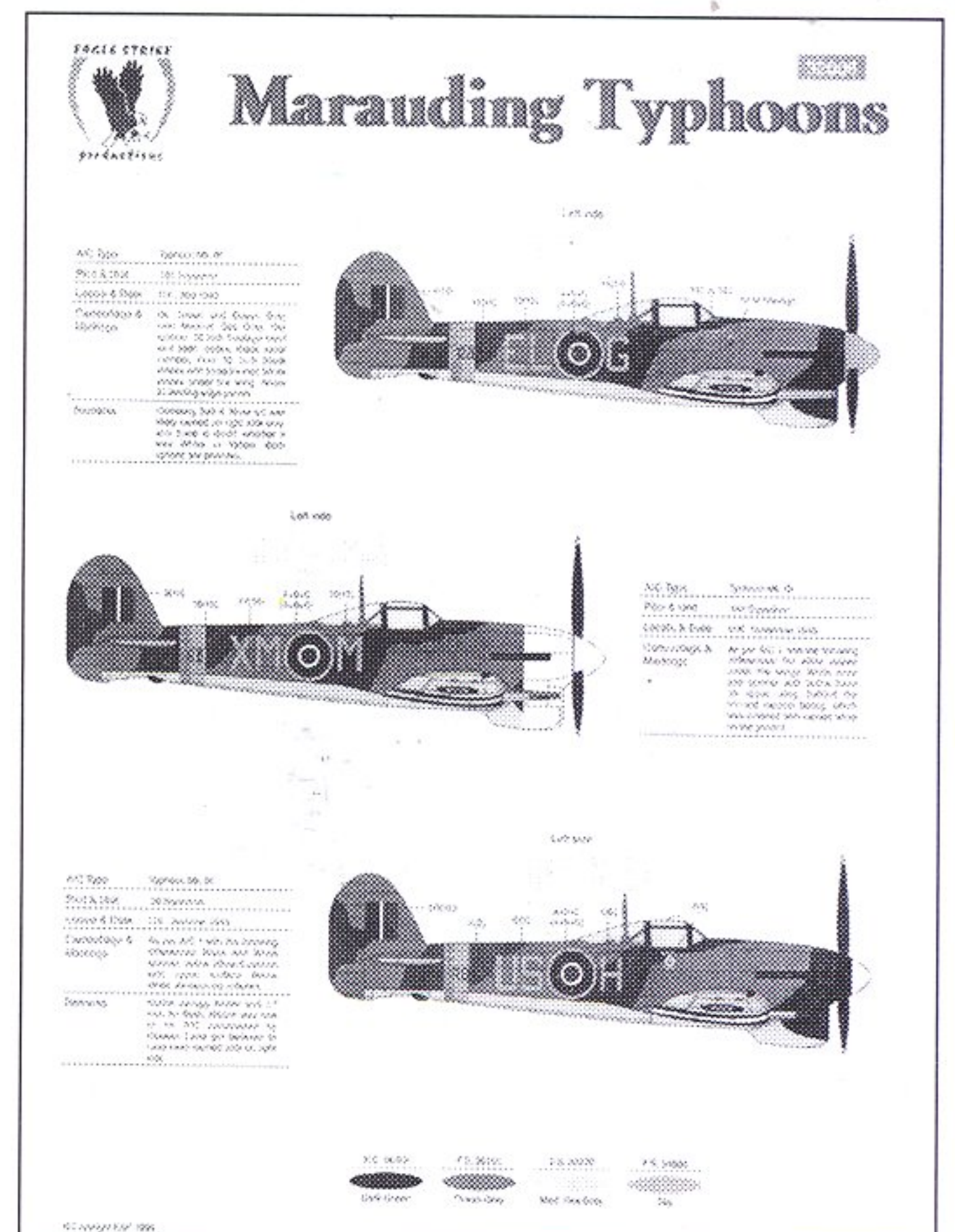
32005

aircraft is Dark Green and Ocean Grey over Medium Sea Grey.

32005 Screaming Eagles Pt. I

1. F-15A-15-MC, 76-0022 flown by Capt. Dean Reed of the 426th TFS, 405th TTW based at Luke AFB, October 1989. This is in the early scheme of Dark Ghost Grey over Light Ghost Grey
2. F-15A-15-MC, 76-0022 flown by Brig. Gen. Gary M. Rubus, the Commander of the 325th FW based at Tyndall AFB, May 1997. This machine is in the Mod Eagle scheme of Dark Grey (FS 34087) and Light Grey (FS 13538).

32006 Marauding Typhoons



The three Typhoons offered on 32006



32006

1. Typhoon Mk Ib, R8871, EL•G 'Cemetery Bait II' of No. 181 Squadron in mid-1943. This aircraft is Dark Green and Ocean Grey over Medium Sea Grey. The spinner and fuselage band are Sky, while the invasion stripes are carried on each wing.
2. Typhoon Mk Ib, R8893 of No. 182 Squadron, November 1943. This machine is in the same scheme as the previous option, although the nose and spinner is white, and the lower wing stripes are in black only.
3. Typhoon Mk Ib, R8224, US•H, 'Land Girl' of No. 56 Squadron in the Summer of 1943. This one is in the same scheme as option 1.

Each of these sheets offers all the unique markings for each machine, while the larger-scale examples only offer one set of national insignia.

Our thanks to Eagle Strike for the review samples.

Information

Worldwide Enquiries:

Eagle Strike Productions, 2025 S.W. 22 Terrace, Miami, FL 33145, USA.
Tel/Fax: 305 285 7219

AeroMaster

The latest selection of releases from this manufacturer has been passed to us directly for review.

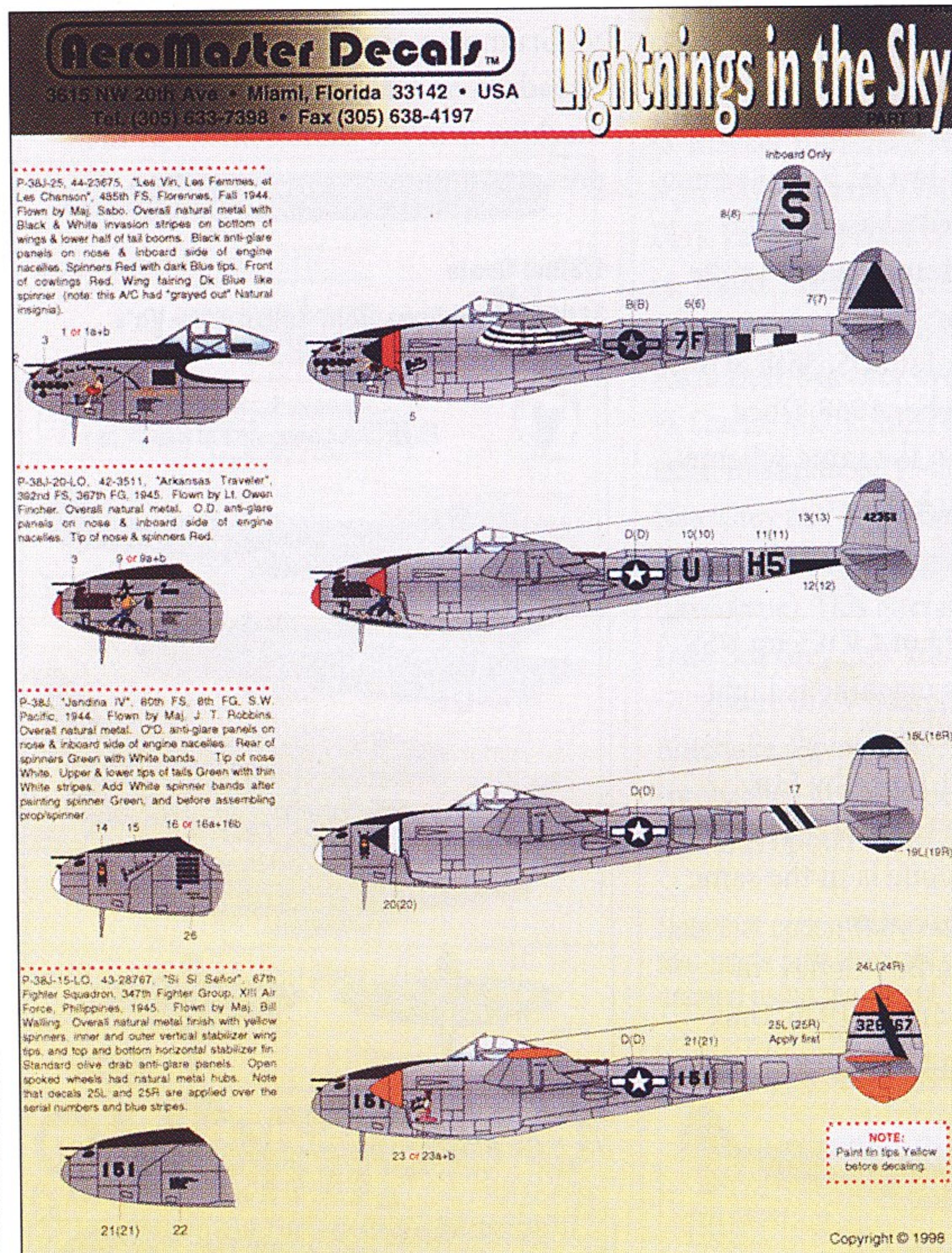
1/72nd Scale

72-162 Lightnings in the Sky Part I

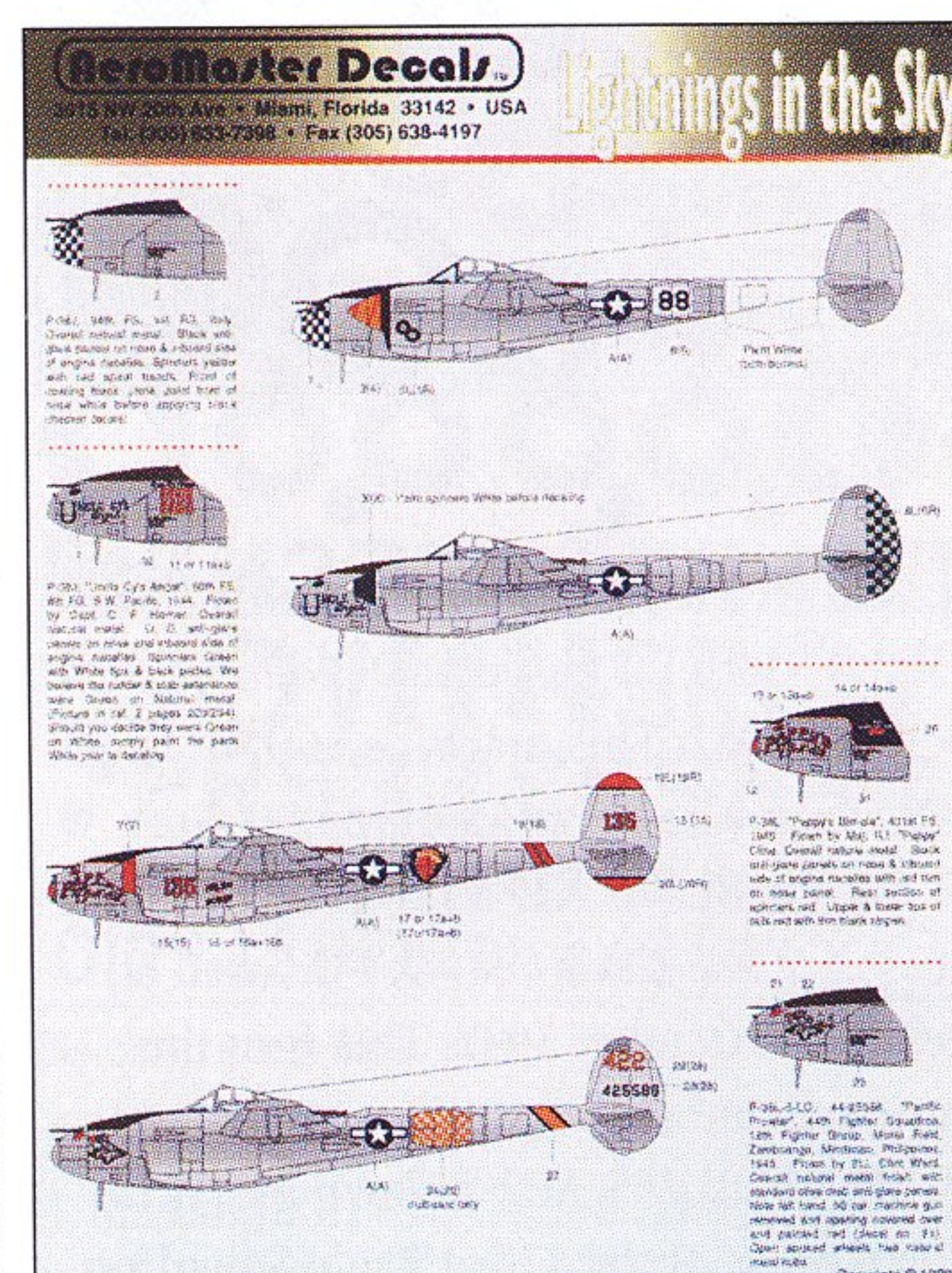
1. P-38J-25, 44-23675, 'Les Vin, Les Femmes, et Les Chansons', flown by Maj. Sabo of the 485th FS, Florennes, 1944. This is natural metal overall with red fronts to each engine cowl and a black anti-dazzle panel on the nose and each engine.
2. P-38J-20-LO, 42-3511, 'Arkansas Traveler' flown by Lt. Owen Fincher, 392nd FS, 367th FG, 1945. This machine is also bare metal overall with Olive Drab anti-dazzle panels and red spinners and nose tip.
3. P-38J, 'Jandina IV' flown by Maj. J.T. Robbins of the 80th FS, 8th FG, S.W. Pacific, 1944. This one is again bare metal overall, but the nose tip and spinners are white with the spinner tips, boom stripes and rudder tips in green.
4. P-38J-15-LO, 43-28767, 'Si Si Señor' flown by Maj. Bill Walling of the 67th FS, 347th FG, XIII Air Force, Philippines, 1945. This machine is bare metal overall with Olive Drab anti-dazzle panels and the spinners, wing and fin tips in yellow.

72-163 Lightnings in the Sky Part II

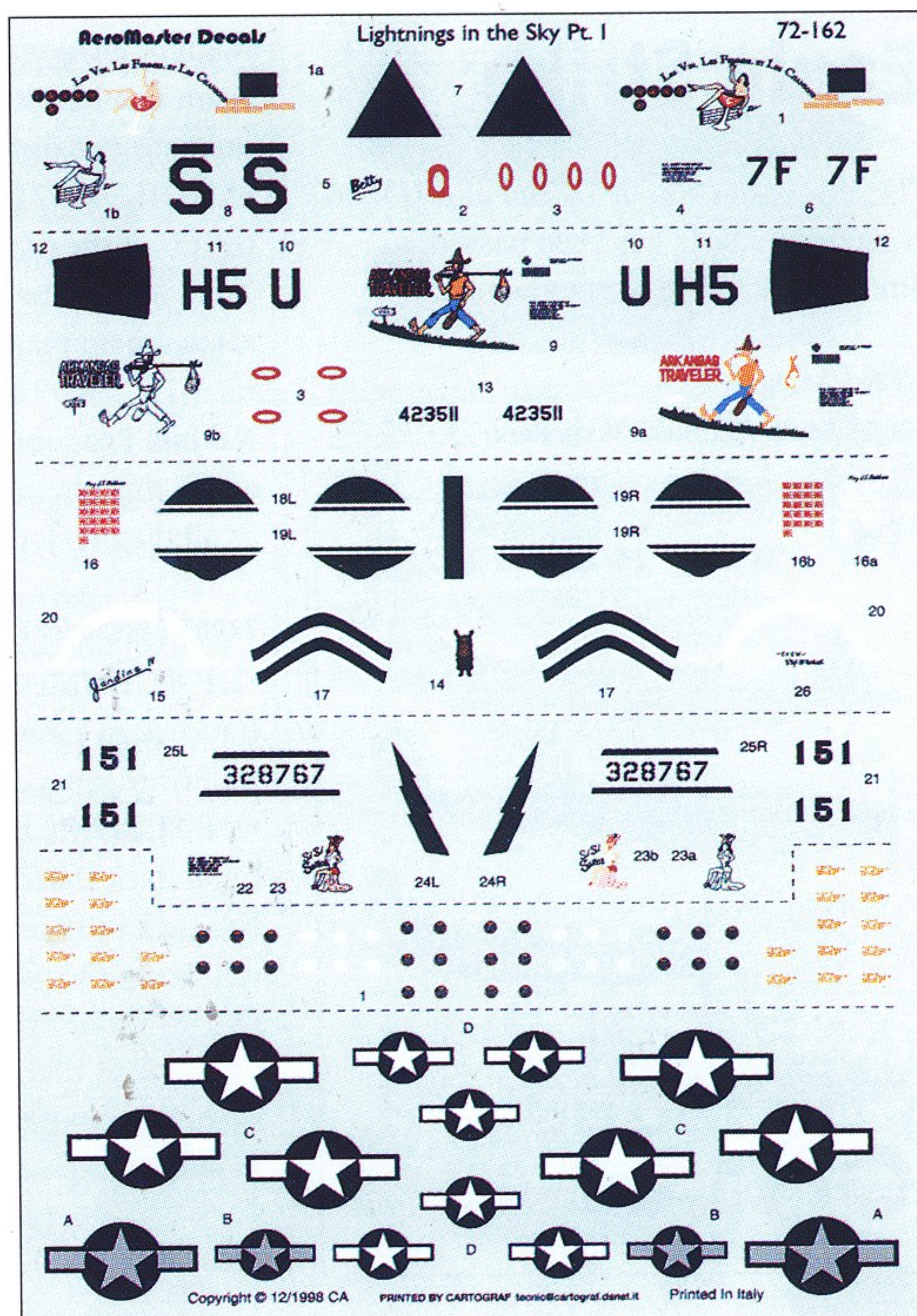
1. P-38J of the 94th FS, 1st FG, Italy. This machine is bare metal overall with the extreme nose tip in white, followed by black and white checks. The tailboom has a wide white band and the engine fronts are black with the spinners in yellow with a red spiral.
2. P-38J, 'Uncle Cy's Angel' flown by Capt. C.F. Homer of the 80th FS, 8th FG, S.W. Pacific, 1944. This aircraft is natural metal overall with Olive Drab anti-dazzle panels,



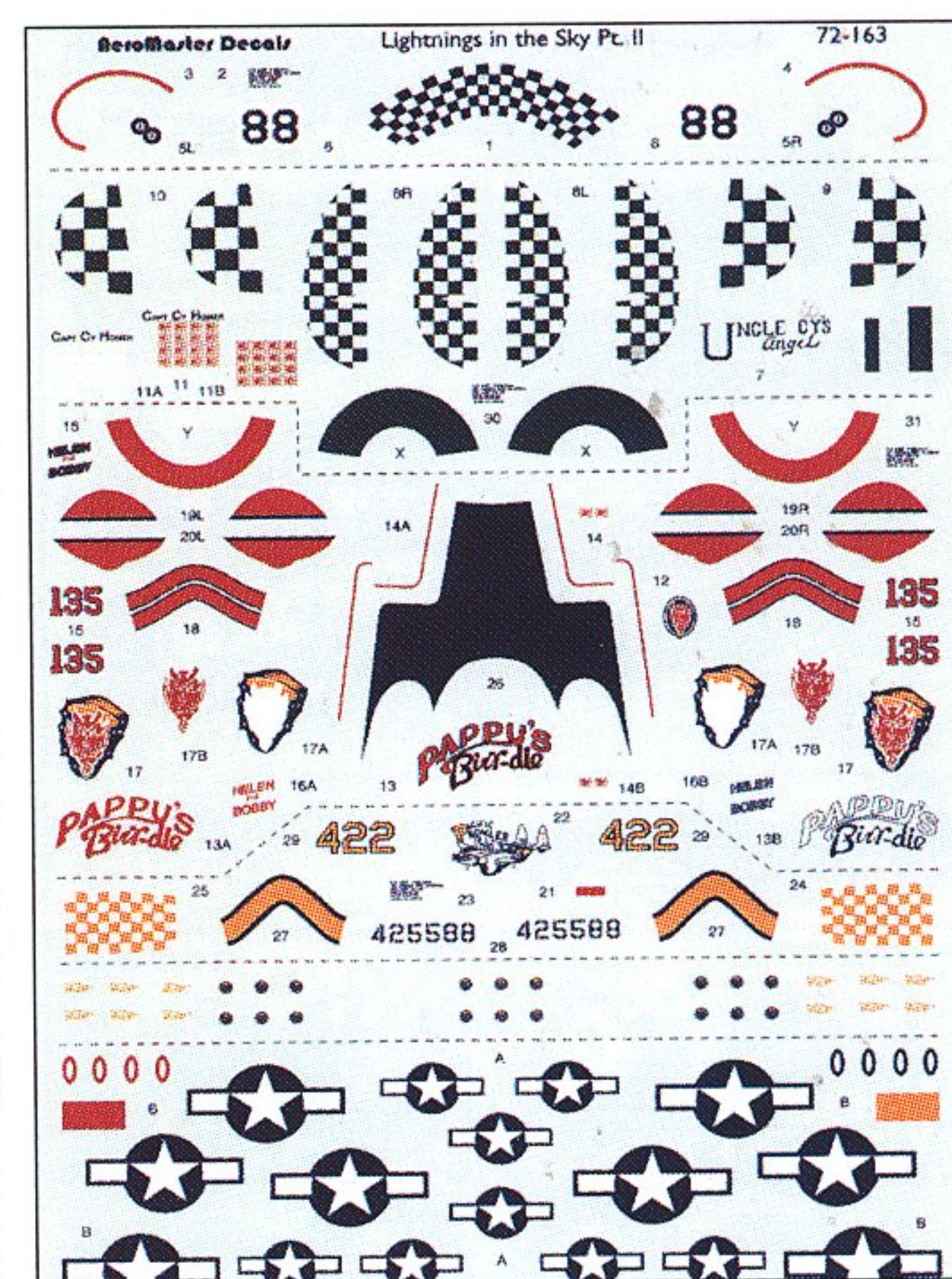
The four options on 72-162



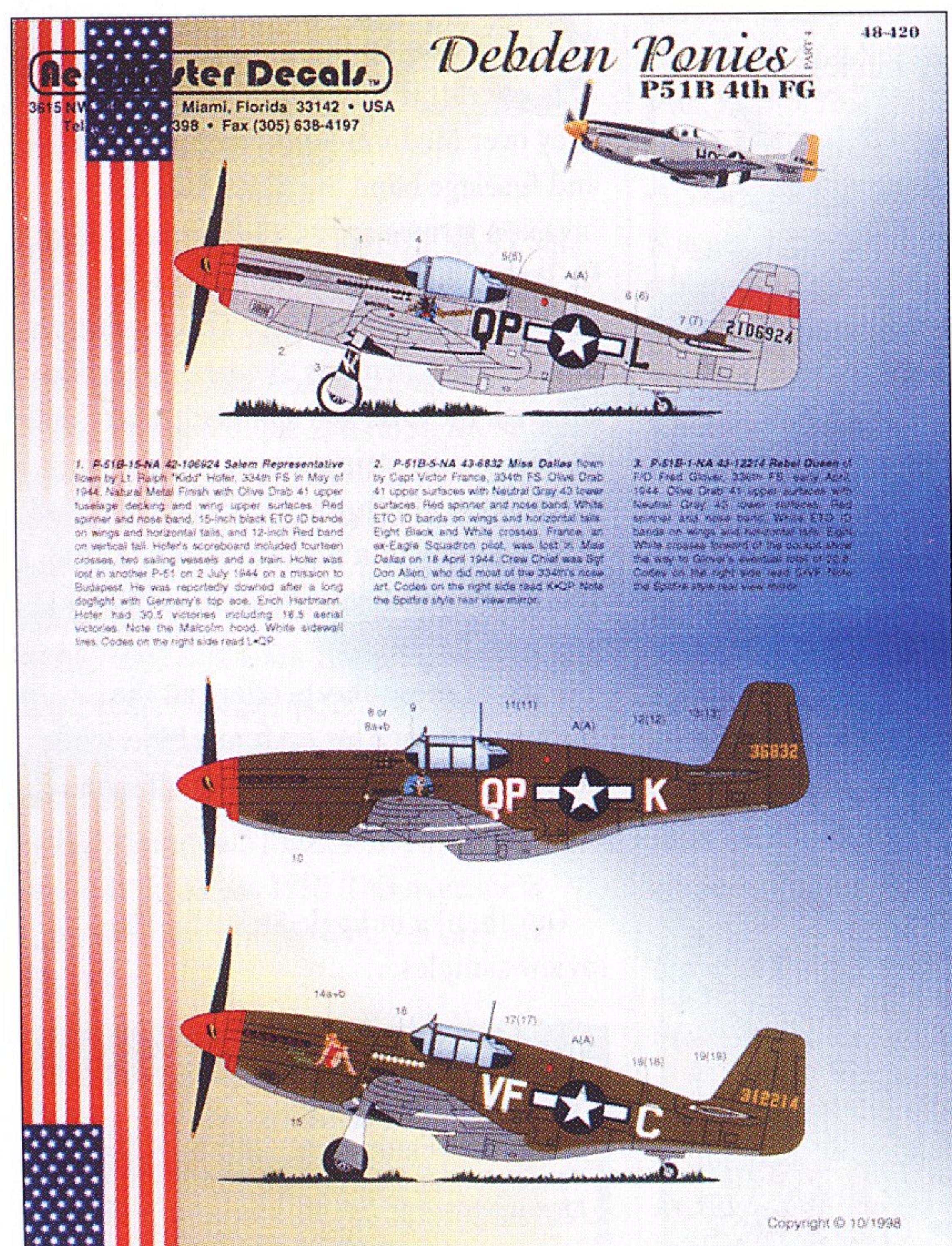
The four options on 72-163



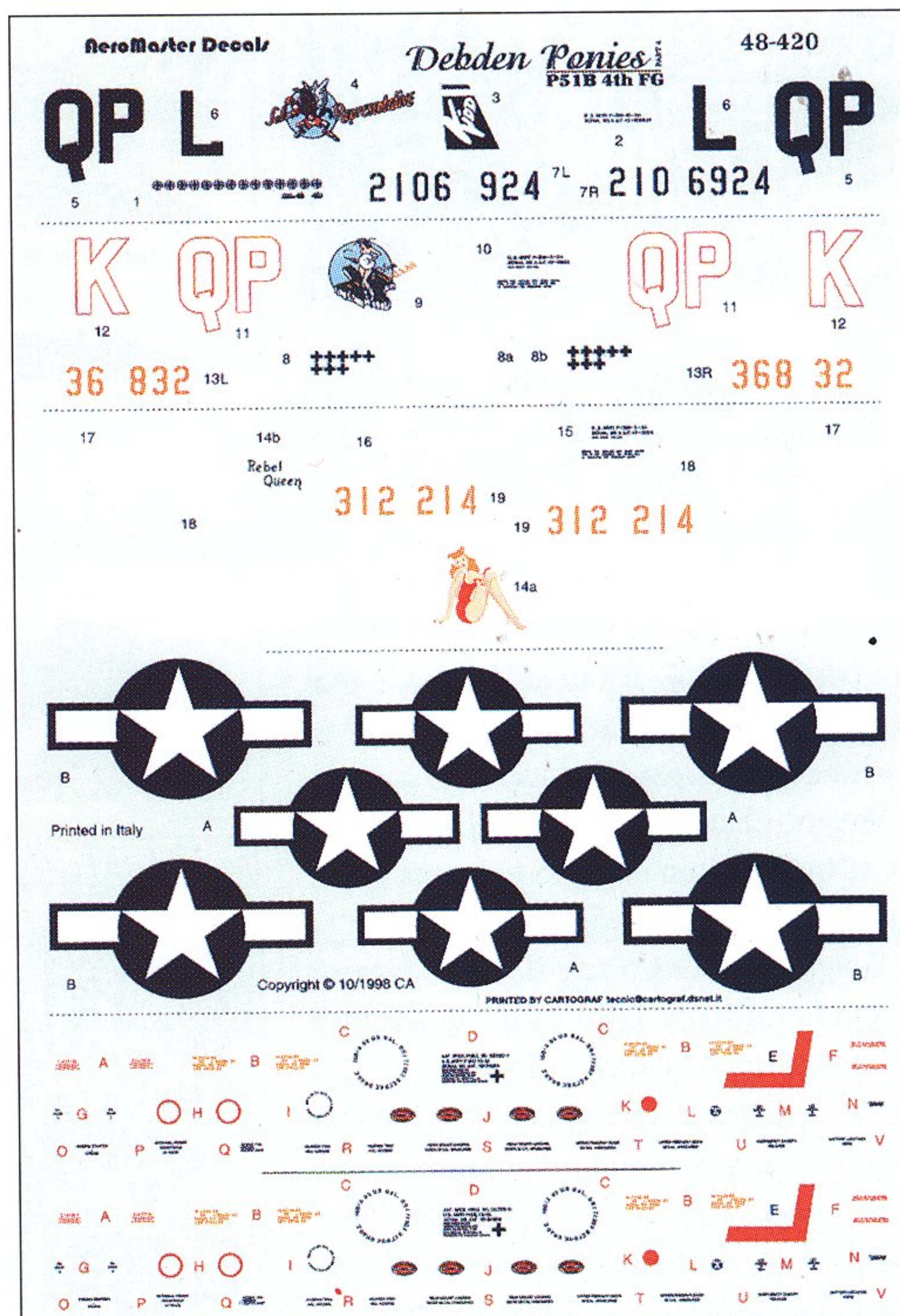
72-162



72-163



The three Mustang options on 48-420



48-420

green spinners and the rudders covered in black checks.

3. P-38L, 'Pappy's Birr-die' flown by Maj. R.I. 'Pappy' Cline of the 431st FS, 1945. This is bare metal overall with a black anti-dazzle panel and red bands on the spinners, tailbooms and fin tips.
4. P-38L-5-LO, 44-25588, 'Pacific Prowler' flown by 2nd Lt. Clint Ward of the 44th FS, 18th FG, Moret Field, Zamboanga, Minanao, Philippines, 1945. This one is also bare metal with an Olive Drab anti-dazzle panel, yellow checks on the radiators and a black edged yellow band on the tailboom.

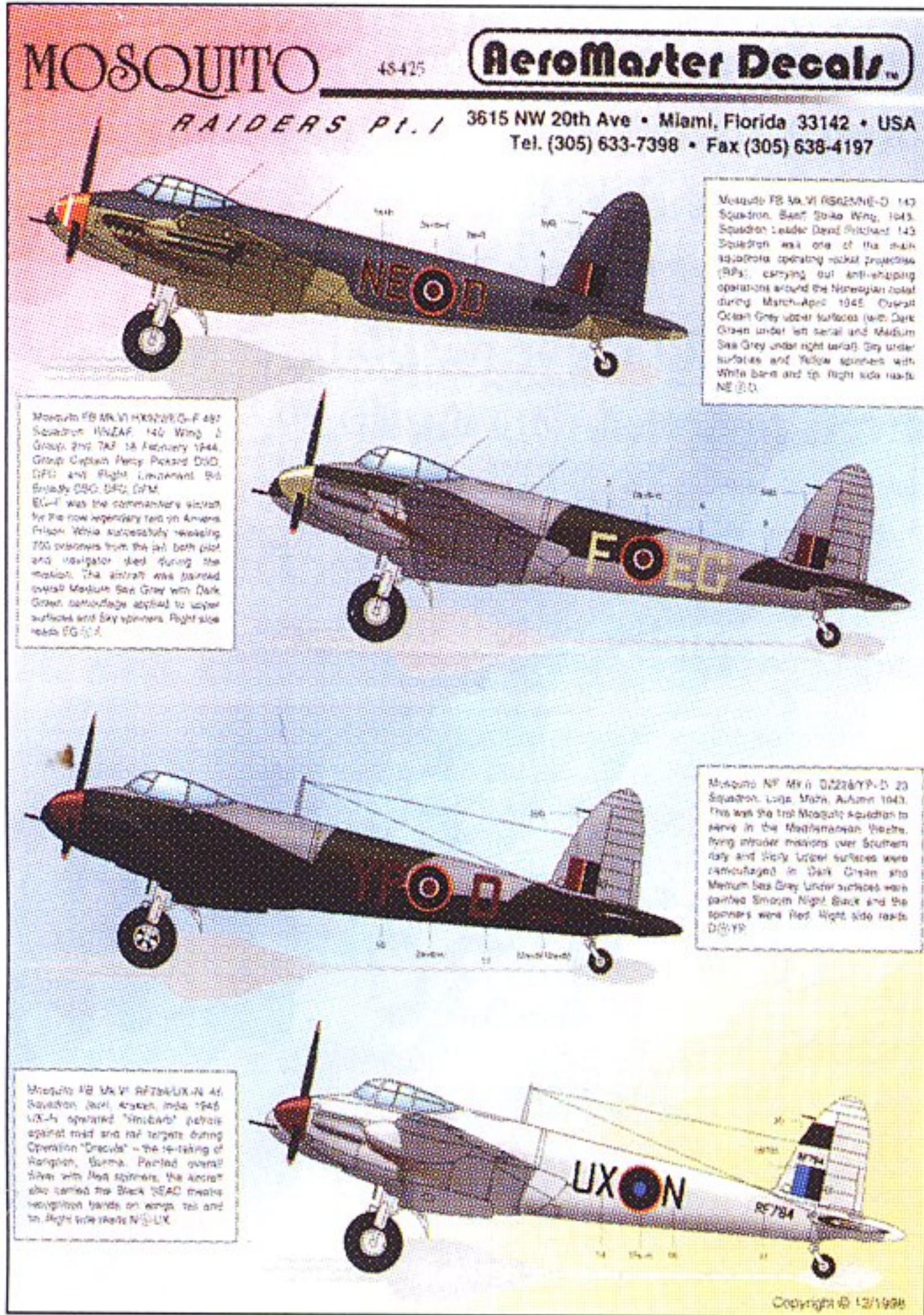
1/48th Scale

48-420 Debden Ponies Part 4

1. P-51B-15-NA, 42-106924, 'Salem Representative' flown by Lt. Ralph 'Kidd' Hofer of the 334th FS, 4th FG, May 1944. This aircraft is natural metal overall with the upper wings and fuselage decking in Olive Drab 41 and the spinner, extreme engine cowl and vertical fin in red.
2. P-51B-5-NA, 43-6832, 'Miss Dallas' flown by Capt. Victor France of the 334th FS, 4th FG. This machine is Olive Drab 41 over Neutral Grey 43 with the spinner and extreme engine cowling in red and white ID bands around the wings and tail.
3. P-51B-1-NA, 43-12214, 'Rebel Queen' flown by F/O Fred Glover, 336th FS, 4th FG, April 1944. This machine is in the same scheme as the previous option.

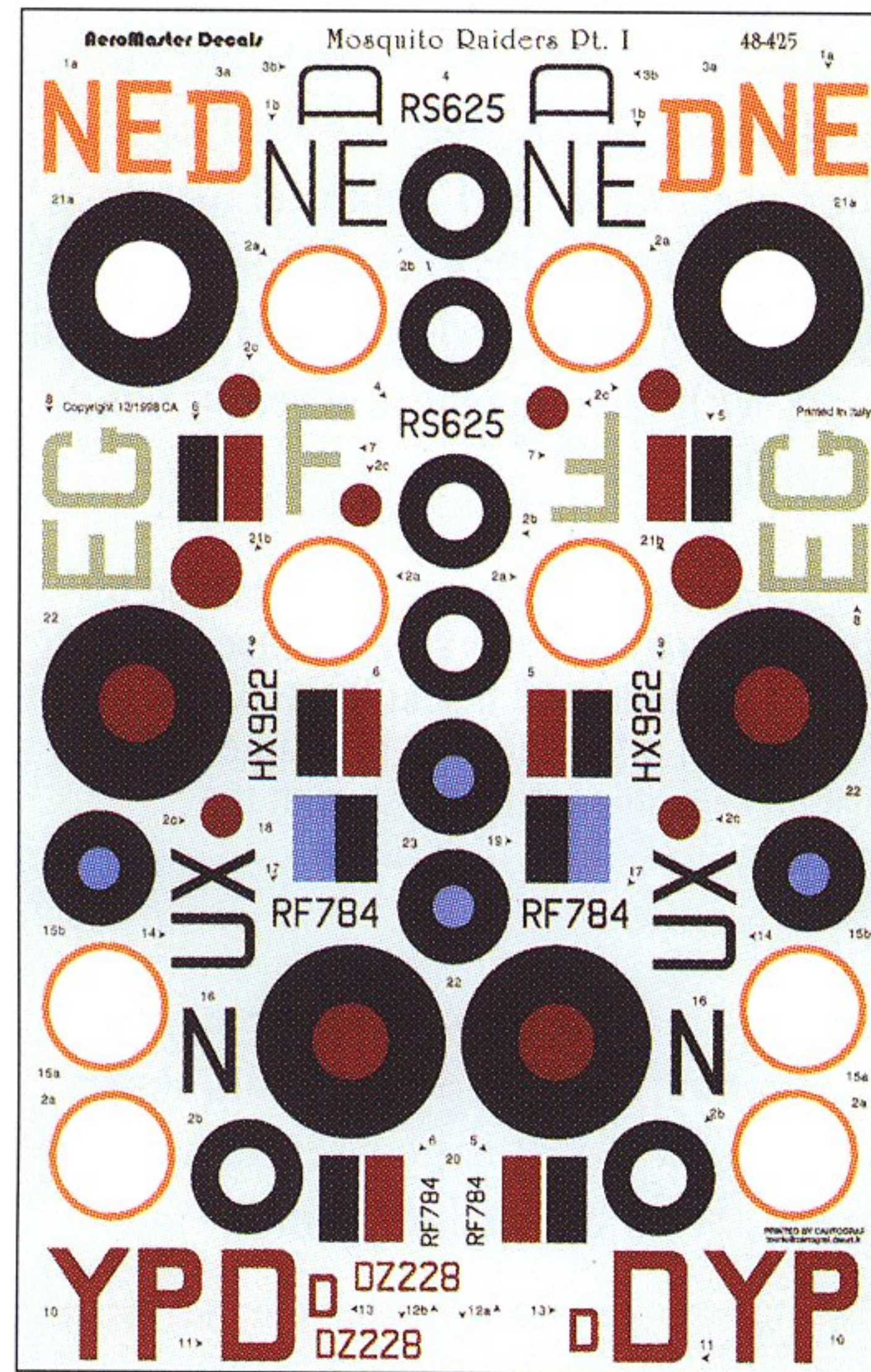
48-425 Mosquito Raiders Pt. I

1. FB Mk VI, RS625, NE-D of No. 143 Squadron, Banff Strike Wing, 1945. This machine is Ocean Grey over Sky with the original Medium Sea Grey and Dark Grey visible under the fuselage serial numbers. The spinners are yellow with two white bands.
2. FB Mk VI, HX922, EG-F of No. 487 Squadron RNZAF, 140 Wing, 2 Group, 2nd TAF flown by Grp. Capt. Percy Pickard



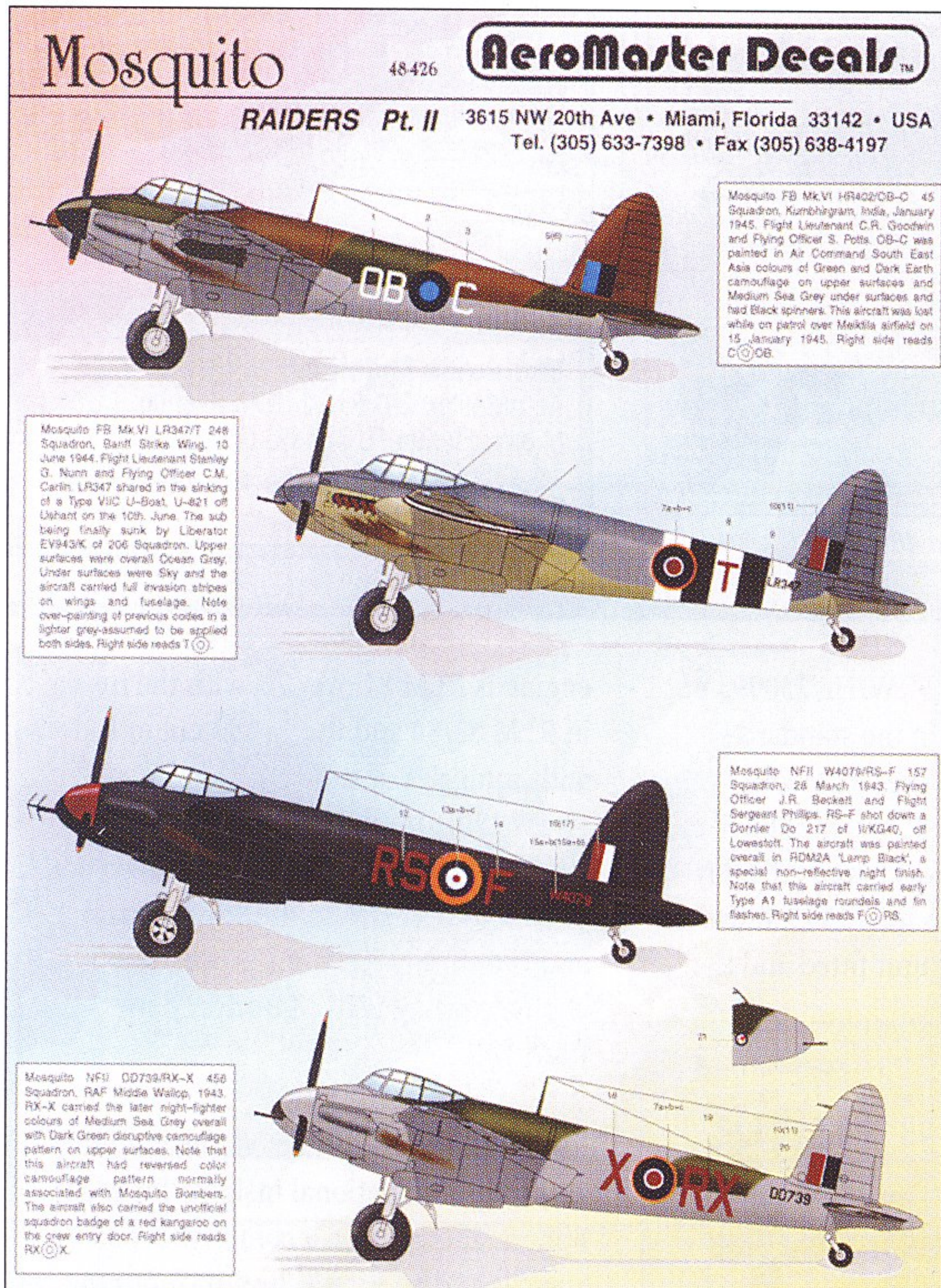
The four Mossie options on 48-425

DSO DFC on the Amiens Prison raid on the 18th February 1944. This one is Medium Sea Grey overall with a disruptive camouflage pattern of Dark Green on the upper surfaces



48-425

•3. NF Mk II, W4079, RS•F flown by Fg Off J.R. Beckett of No. 157 Squadron. This machine is RDM2A overall.

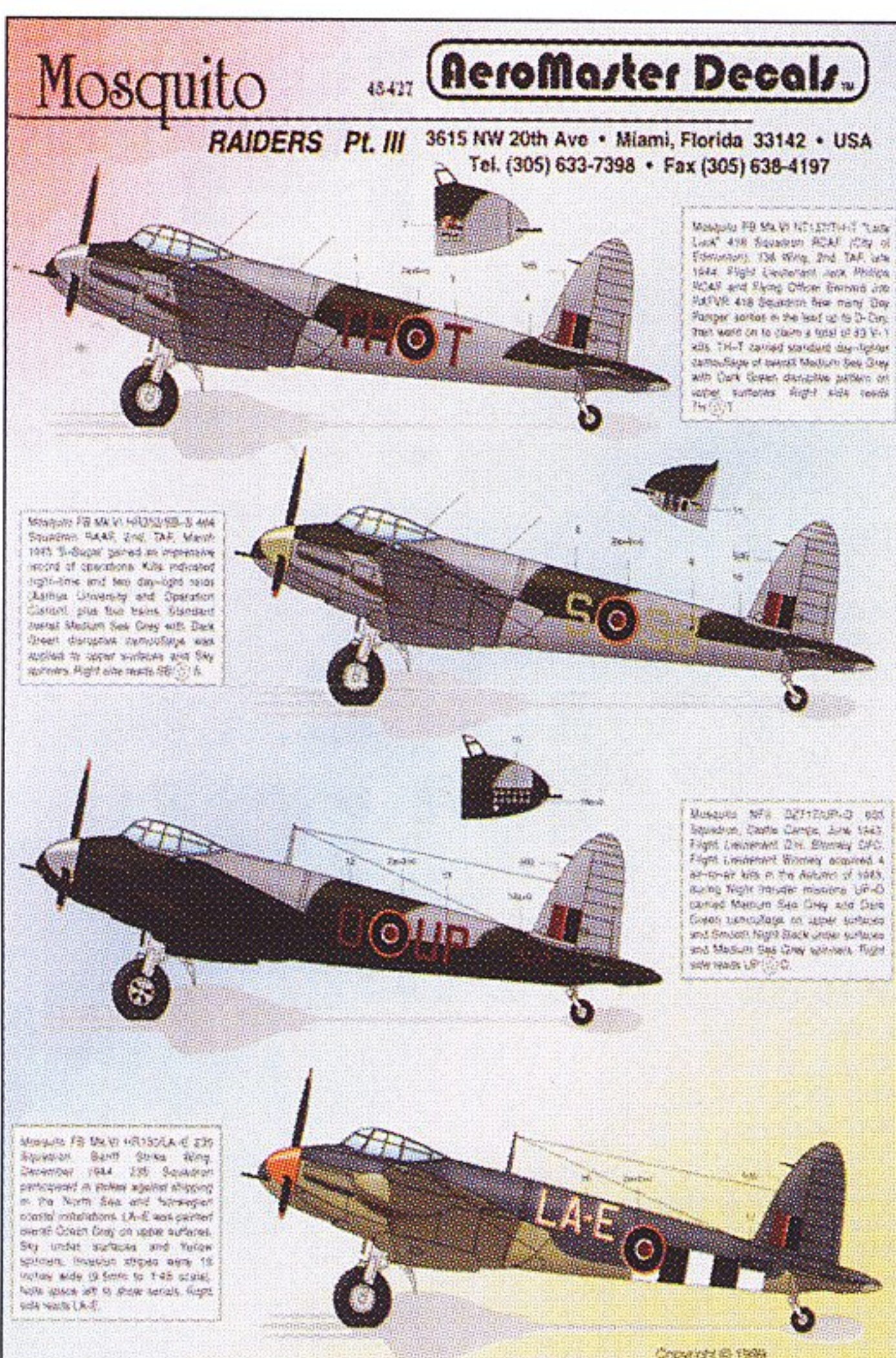


The four options on 48-426

•3. NF Mk II, DZ228, YP•D of No. 23 Squadron, Luqa, Malta, 1943. This is Dark Green and Medium Sea Grey over Night Black.
•4. FB Mk VI, RF784, UX•N of No. 45 Squadron, Jaori, Arakan, India, 1945. This machine is aluminium overall with black SEAC theatre bands on the tail.

48-426 Mosquito Raiders Pt. II

•1. FB Mk VI, HR402, OB•C flown by Flt Lt. C.R. Goodwin of No. 45 Squadron, Kumbhirgram India in January 1945. This machine is Dark Green and Dark Earth over Medium Sea Grey.
•2. FB Mk VI, LR347, •T of NO. 248 Squadron, Banff Strike Wing. This aircraft shared the sinking of U-821 on the 10th June 1944 and is Ocean Grey over Sky with fuselage and wing invasion stripes.

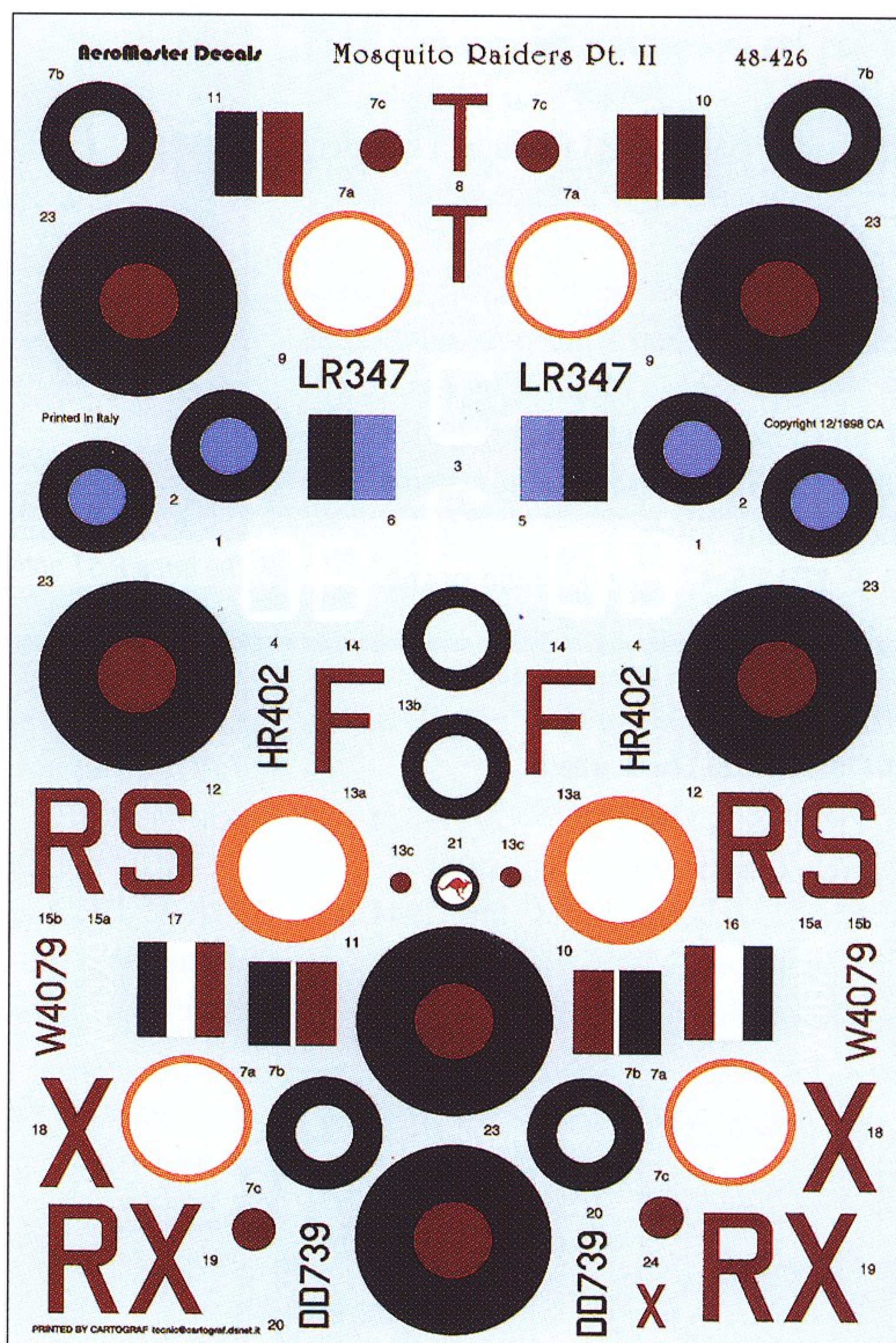


The four options on 48-427

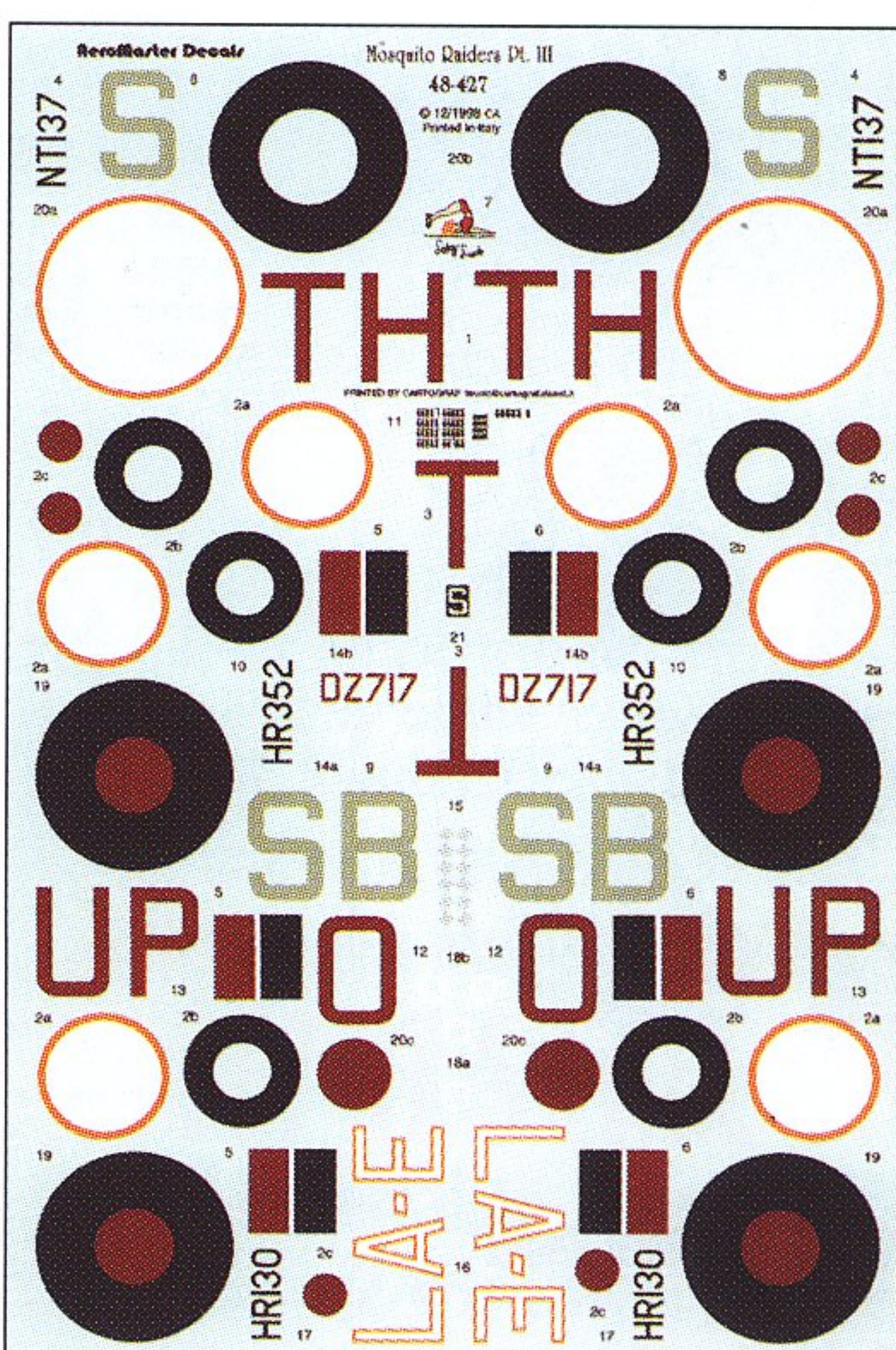
•4. NF Mk II, DD739, RX•X of No. 456 Squadron, RAF Middle Wallop, 1943. This is Medium Sea Grey overall with a disruptive camouflage pattern of Dark Green on the upper surfaces

48-427 Mosquito Raiders Pt. III

•1. FB Mk VI, NT137, TH•T 'Lady Luck' of No. 418 (City of Edmonton) Squadron, 136 Wing, 2nd TAF. This machine is Medium Sea Grey with a disruptive pattern of Dark Green on the upper surfaces.
•2. FB Mk VI, HR352, SB•B of No. 464 Squadron, RAAF, 2nd TAF, March 1944. This is in the same scheme as the previous option.
•3. NF Mk II, DZ717, UP•O of No. 605 Squadron, RAF Castle Camps, June 1943. This machine is Medium Sea Grey and Dark Green over Night Black.
•4. FB Mk VI, HR130, LA•E of No. 235 Squadron, Banff Strike Wing, December 1944. This one is Ocean Grey over Sky with invasion stripes on the lower rear fuselage and the spinners in yellow.



48-426



48-427

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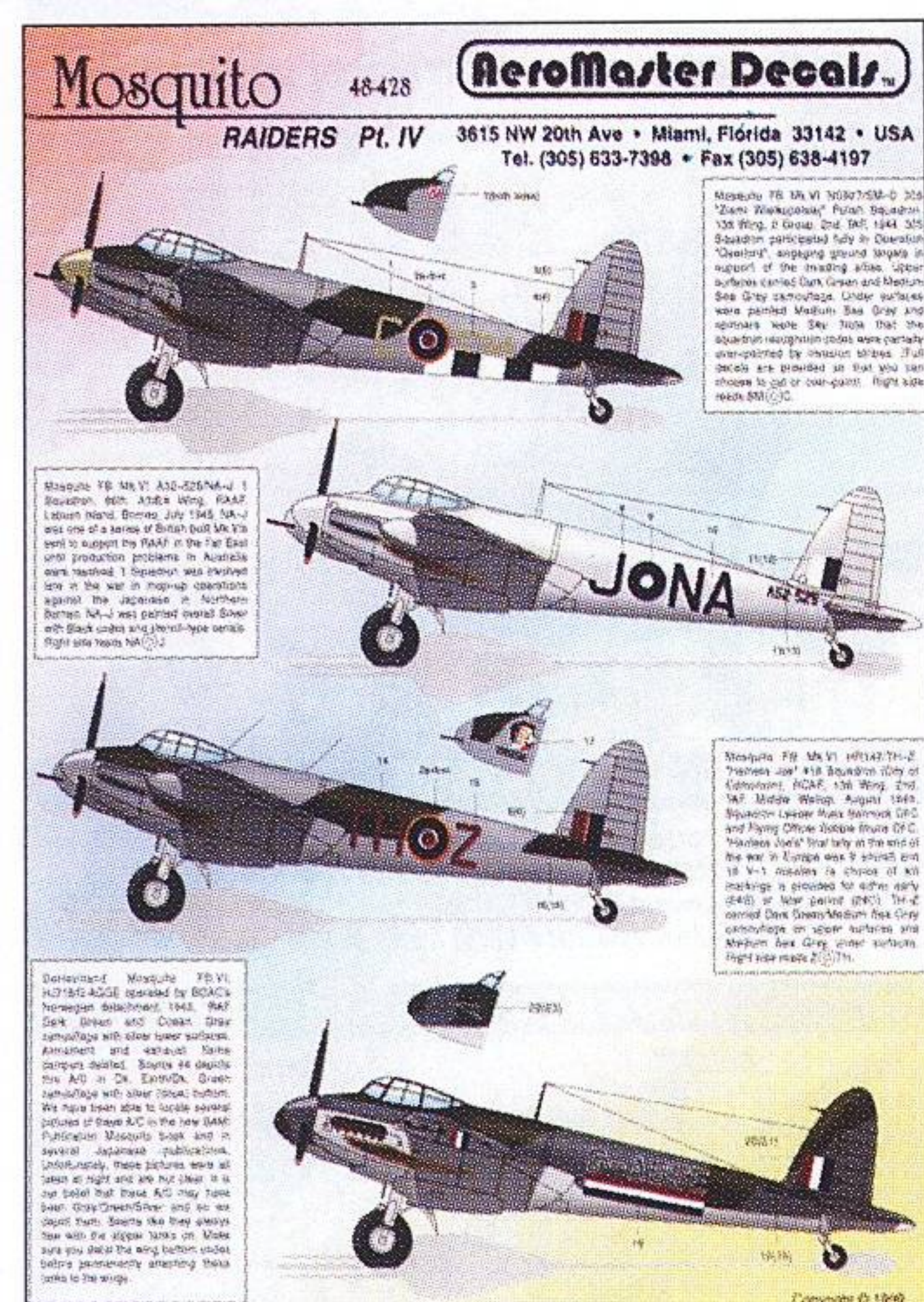
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48-428 Mosquito Raiders Pt. IV



The final four Mosquito options on 48-428

- 1. FB Mk VI, NS927, SM-C of No. 305 (Zieme Wielkopolskiej) Squadron, 138 Wing, 2nd Group, 2nd TAF, 1944. This machine is overall Medium Sea Grey with a disruptive camouflage pattern in Dark Green on the upper surfaces.
- 2. FB Mk VI, A52-525, NA-J of No. 1 Squadron (RAAF), 86th Attack Wing, Labuan Island, Borneo, July 1945. This aircraft is aluminium overall.
- 3. FB Mk VI, HR147, TH-Z 'Hairless Joe' of No. 418 (City of Edmonton) Squadron, RCAF, 136th Wing, 2nd TAF, RAF Middle Wallop, August 1944. This machine is in the same overall scheme as the first option.



48-428

- 4. FB Mk VI, HJ718, G-AGGE of BOAC. This is Dark Green and Ocean Grey over silver.
- 48-433 406 Fighter Group Thunderbolts**
- 1. P-47D-25, 42-29290, 'Saucy Susie' of the 513th FG, 406th FG flown by Lt. Arden Hitch. This aircraft is natural metal with an Olive Drab anti-dazzle panel. The nose has a red scalloped panel and the tail has red, blue and yellow bands around it.
 - 2. P-47D-30-RA, 44-32773 'Big Ass Bird II' flown by Capt. Howard Parks, 513th FS, 406th FG. This is in the same scheme as the previous option.
 - 3. P-47D-25, 42-26860, 'Angie' of the

512th FG, 406th FG based at Asch, Belgium. This machine was featured in the Hasegawa kit and is natural metal with an Olive Drab antidazzle panel, a yellow scallop with nose art and the tail in black with the red, blue and yellow bands around it.

Note that these decals are only intended for the Monogram kit, and they are made to fit this kit (including its inaccuracies!). AeroMaster advise us that the same options will be available for all those with the Hasegawa kit in the near future.

Each of these sheets includes all the unique markings for each option, along with a selection of national insignia. A few of the sheets also include some



The three P-51 options on 48-433

stencilling. This is a good selection, and I for one am always happy to see more Mosquito sheets, so let's hope they are released in 1/72nd scale for the new Hasegawa kit in the near future? All of the sheets reviewed here are £5.99.

Our thanks to AeroMaster for the review samples.



48-433

Information

Worldwide Enquiries:

AeroMaster, 2615 NW, 20th Avenue,
Miami, Florida FL 33142, USA.
Tel 305 635 3134
Fax: 305 638 4197

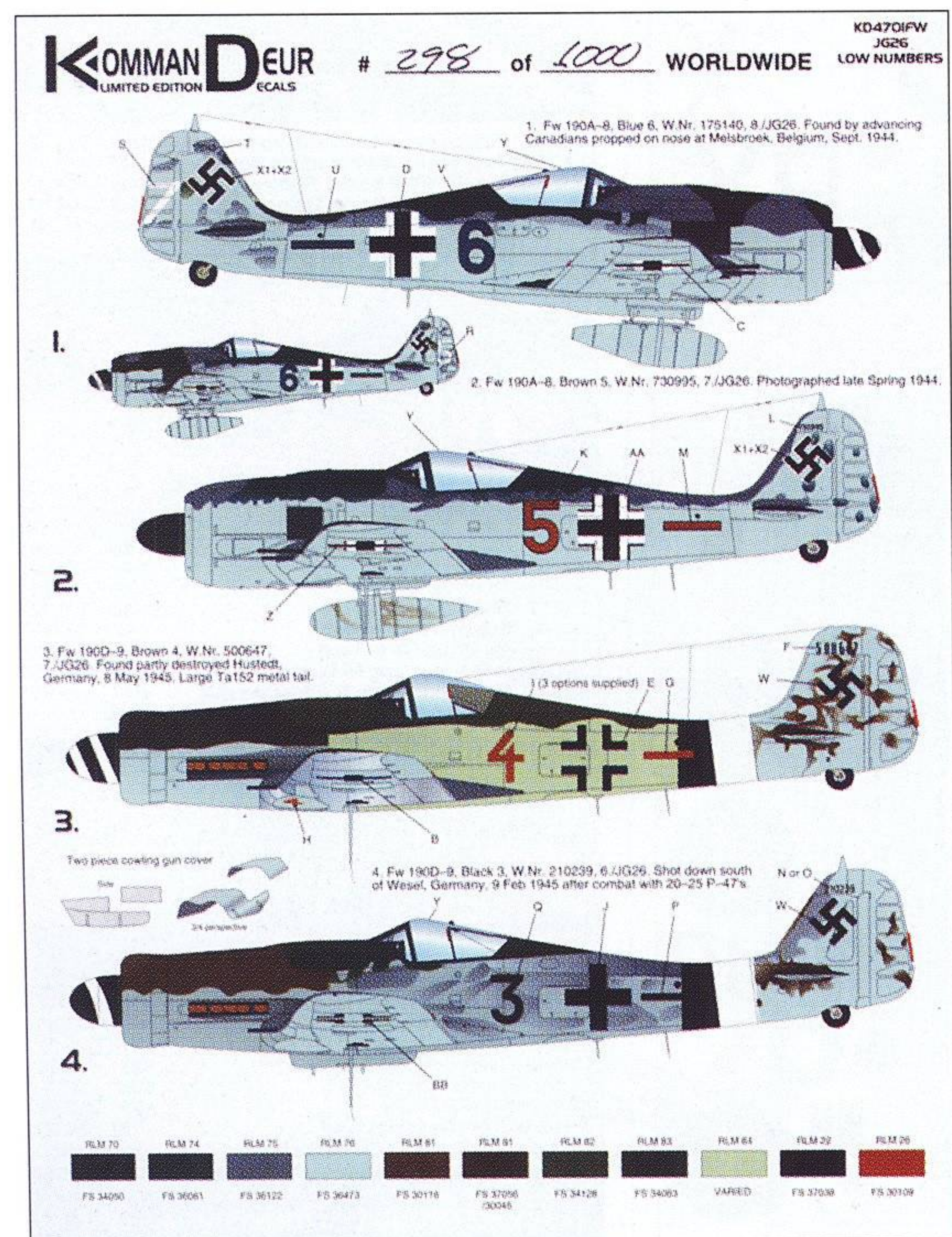
KommanDeur

I forgot to include this sheet in last month's review of the latest sheets from KommanDeur, so here it is now.

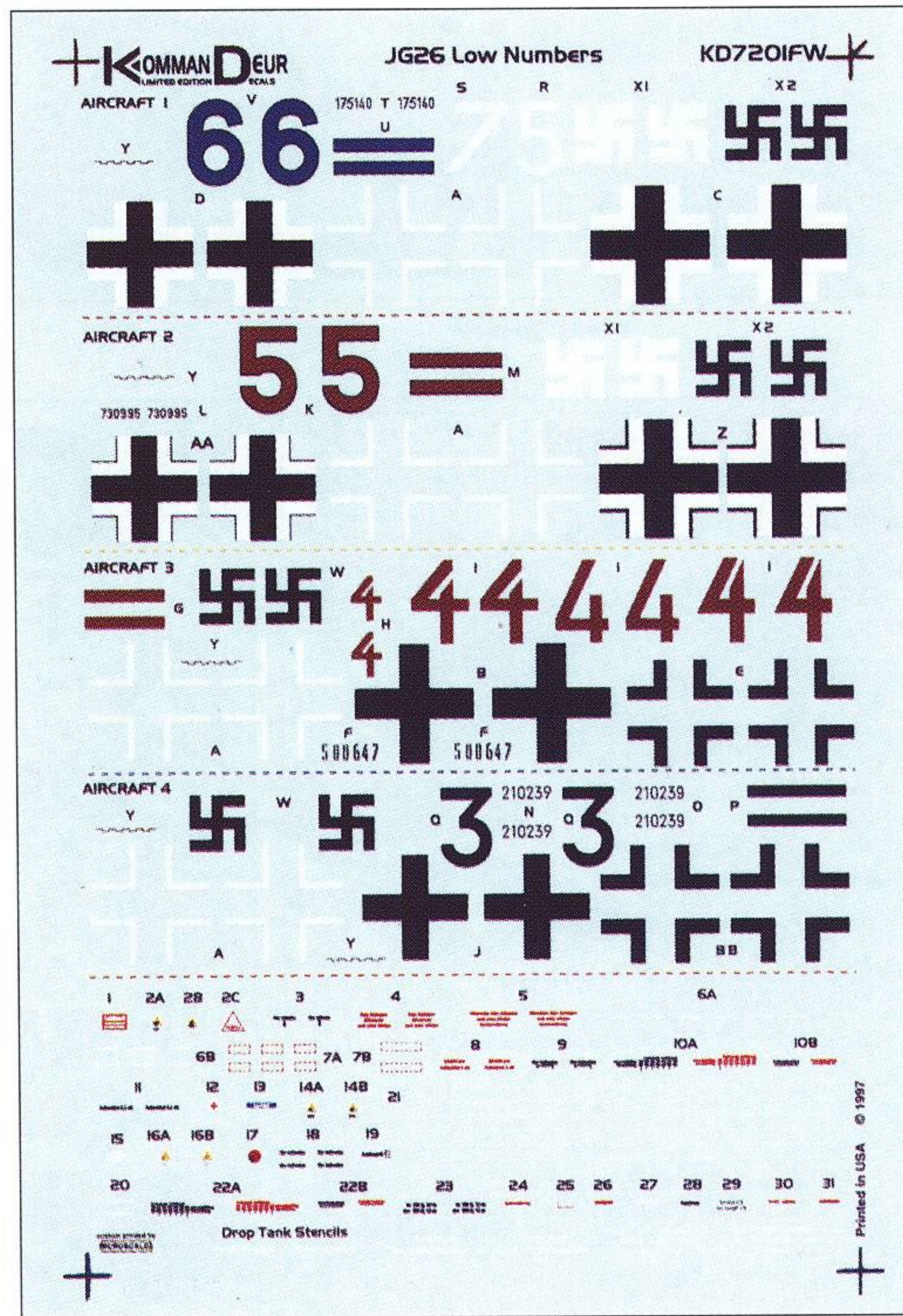
1/72nd Scale

KD4701FW JG26 Low Numbers

- 1. Fw 190A-8, 'Blue 6', W/Nr. 175140 of 8./JG26. This machine was found at Melsbroek, Belgium in September 1944. It was painted RLM 74/75 over 76 with patches of RLM 83.



The four Fw 190 options offered on KD7201FW



KD7201FW

- 2. Fw 190A-8, 'Brown 5', W/Nr. 730995 of 7./JG26. This one was in the standard scheme of RLM 74/75 over RLM 76.
- 3. Fw 190D-9, 'Brown 4', W/Nr. 500647 of 7./JG26. This aircraft was found partially destroyed at Hustedt in May 1945. It has the large metal Ta 152 tail unit fitted and the

engine is RLM 81 over 76, with the fuselage in RLM 82/84 and the Ta 152 tail in RLM 76 with squiggles of RLM 81.

- 4. Fw 190D-9, 'Black 3', W/Nr. 210239, 6./JG26. This machine was shot down south of Wesel, Germany on the 9th February 1945 and is basically RLM 83/75 over 76 but the engine cowling is RLM 81 over dark RLM 76.

The decal sheet offers all the unique markings and national insignia for each option. There is also a complete set of stencils and an errata sheet includes the fuselage codes for the first option in the correct shade of blue.

Once again the decals are superbly printed and the full-colour instruction sheet should clarify any questions you may have. Don't forget that all KommanDeur sheets are limited to just 1000 copies worldwide and they retail for £6.50.

Our thanks to KommanDeur and ARBA Products for the review sample.

Information

Worldwide Enquiries:

KommanDeur Decals, P.O. Box 4083,
Oceanside, CA 92052-4083, USA.
Fax: 760 940 9559
UK Source:
ARBA Products, 88 Lawrence Road,
Biggleswade, Bedfordshire. SG18 0LU
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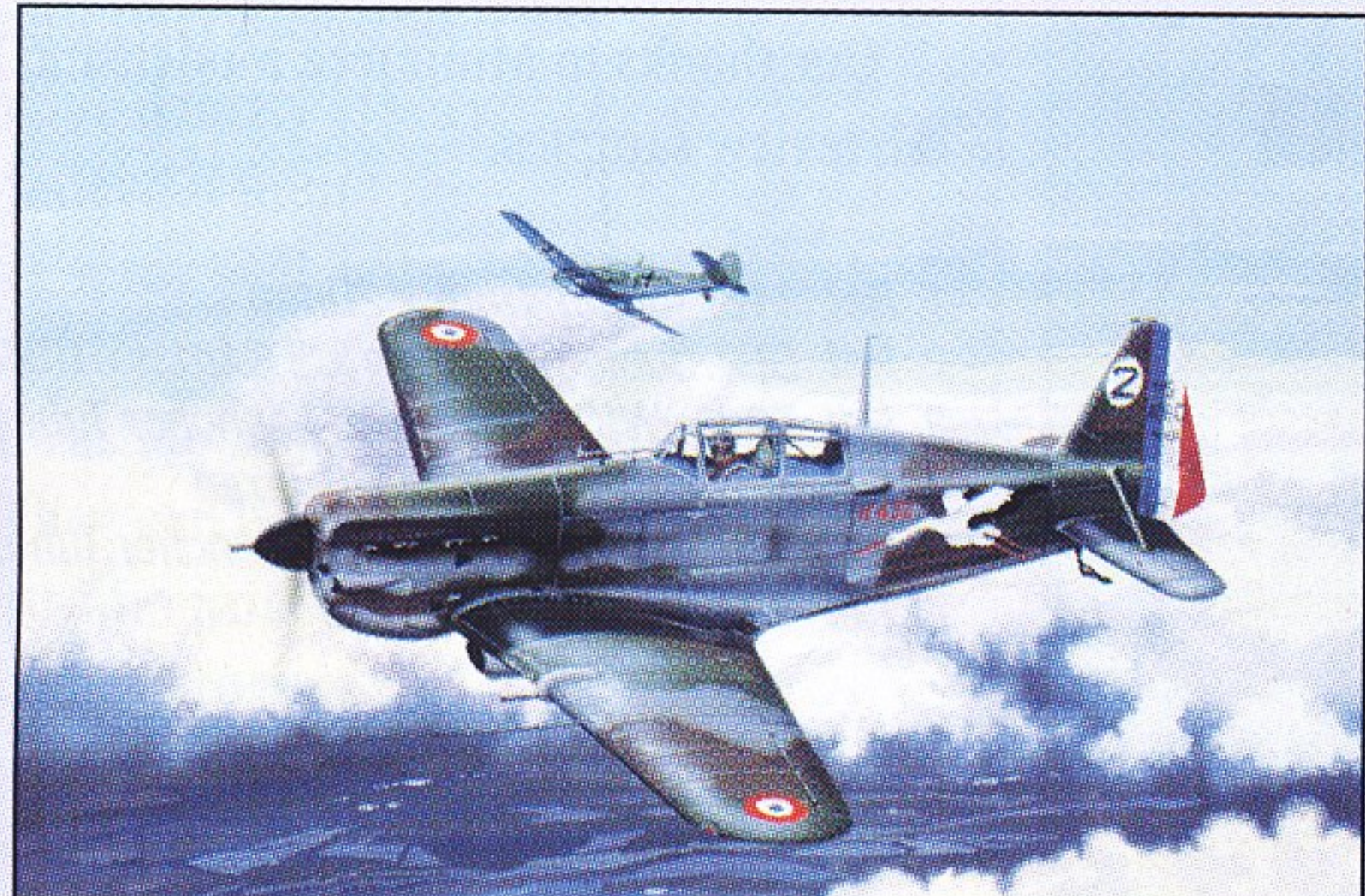


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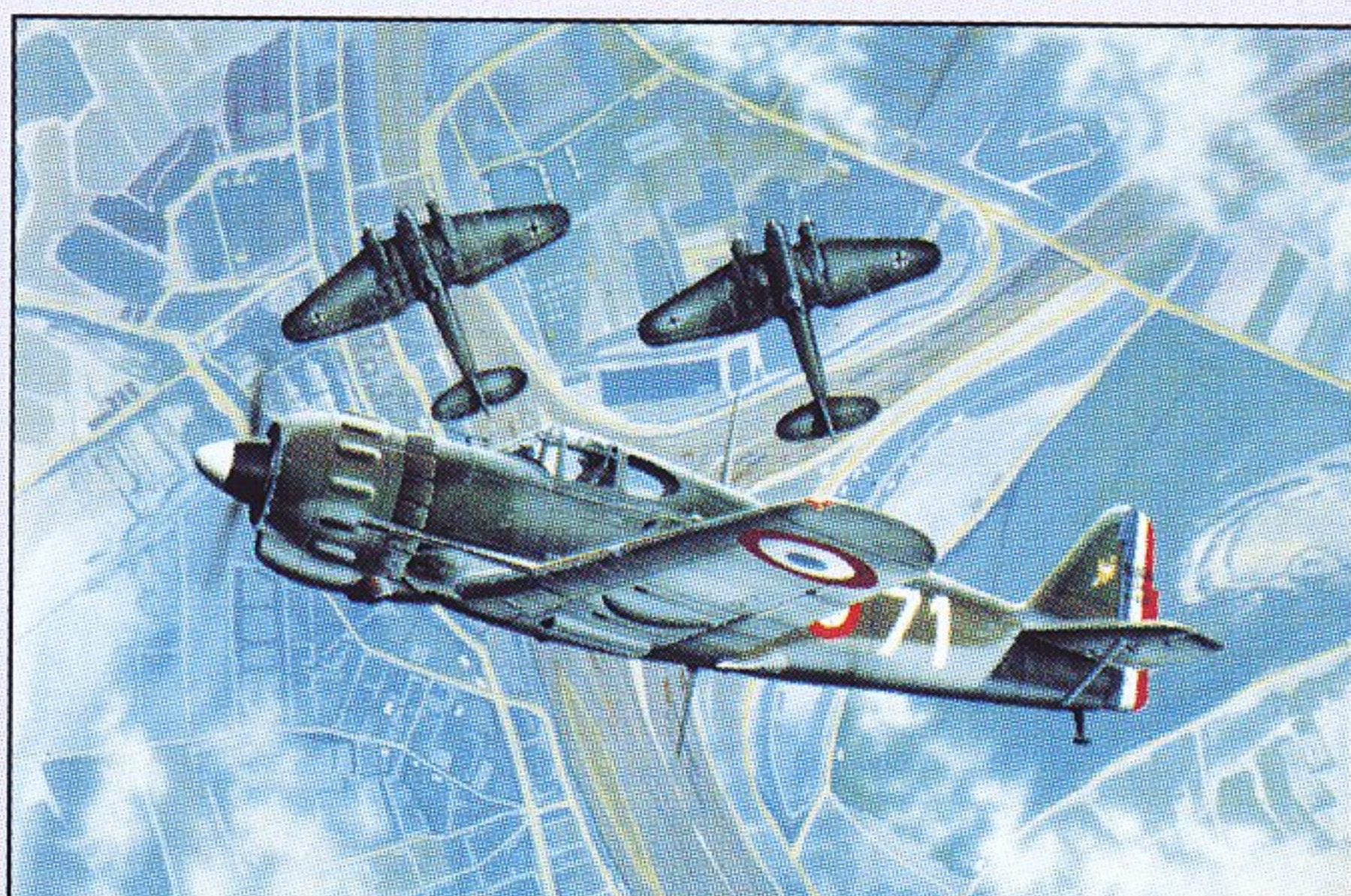
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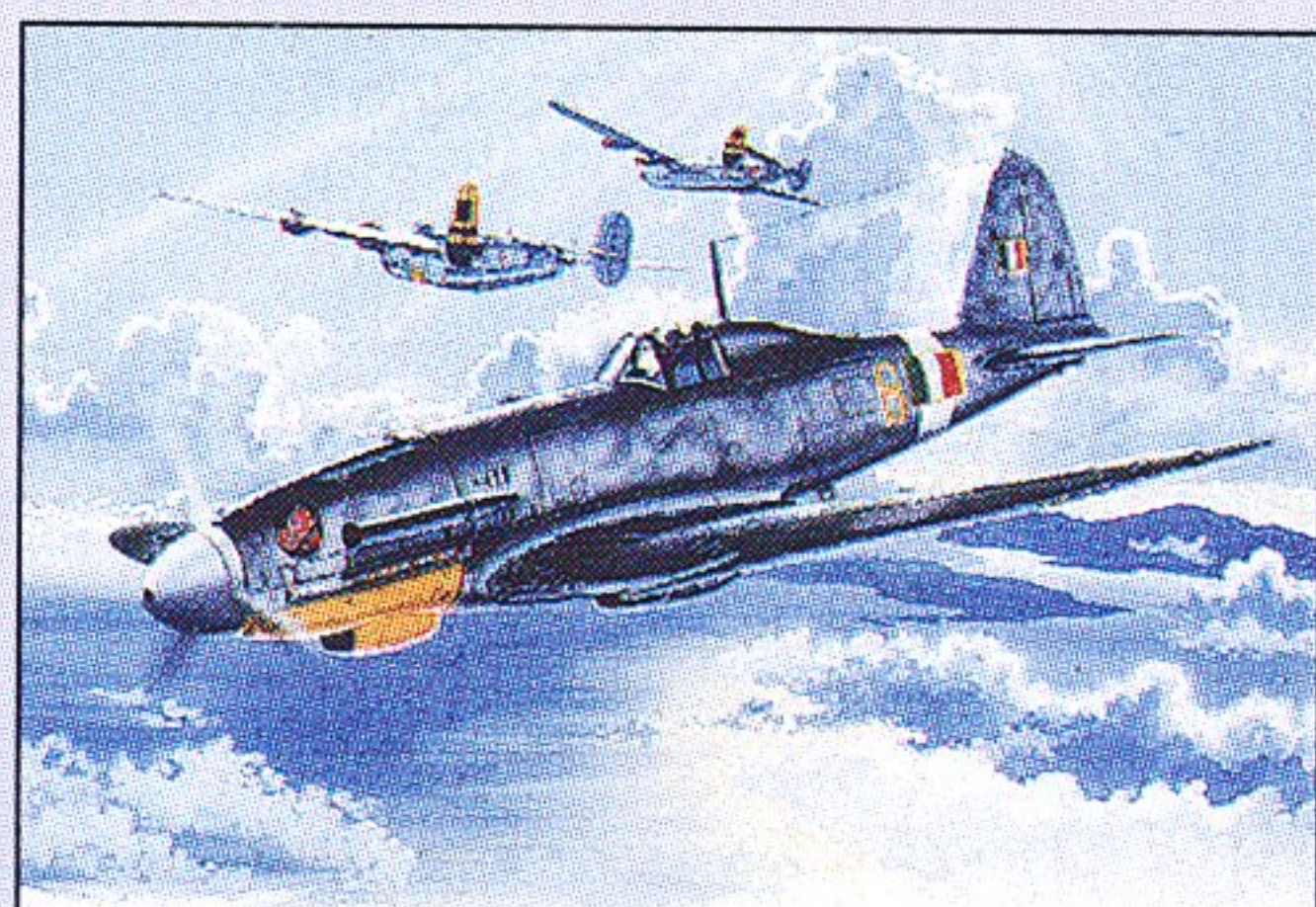
Kit No.418 Morane Saulnier MS406 \$29.95



Kit No.422 Bloch MB152 \$29.95



Kit No.423 Bloch 155 \$29.95



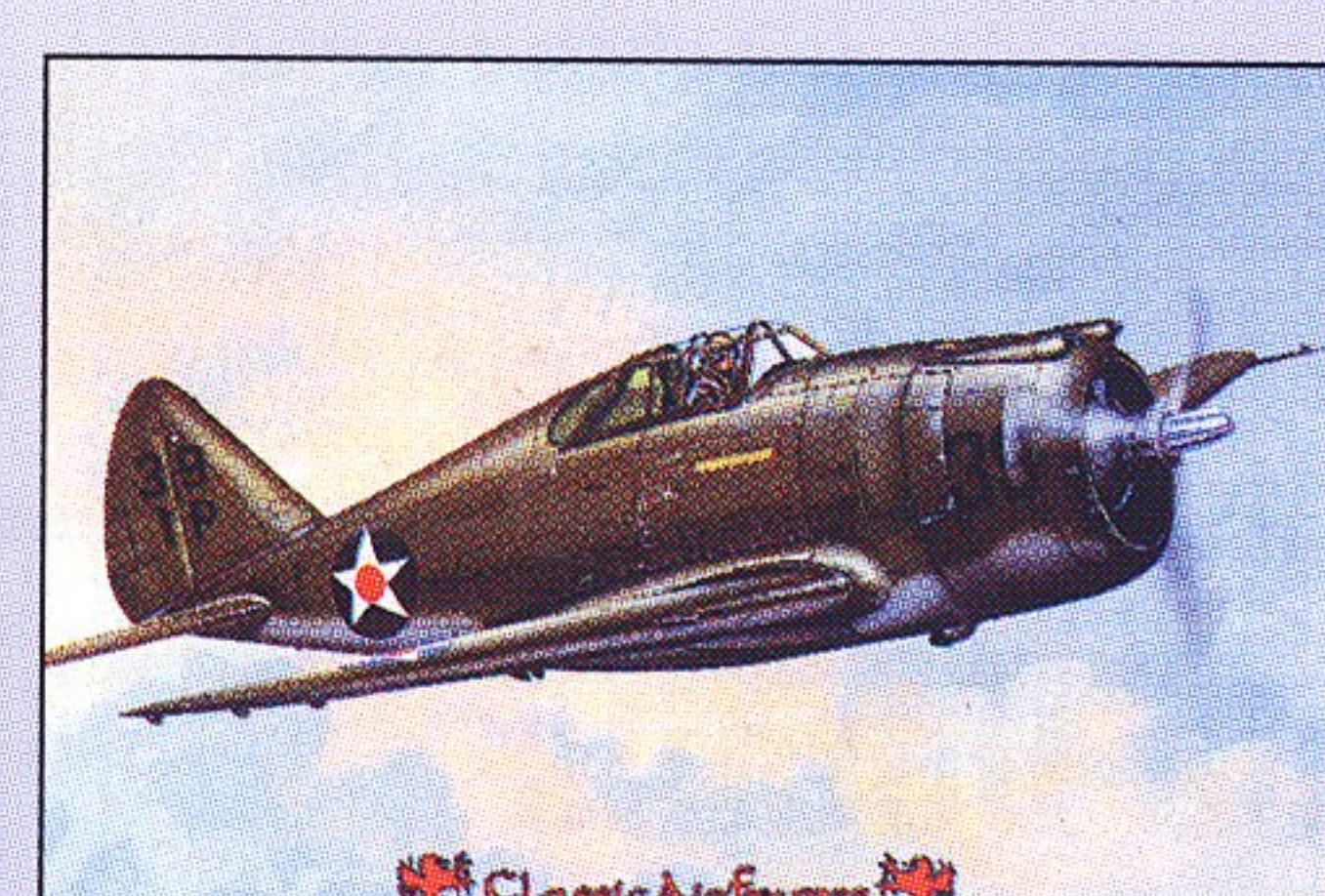
Kit No.409 Fiat G.55 \$29.95
*** Still Available***



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*** Still Available***



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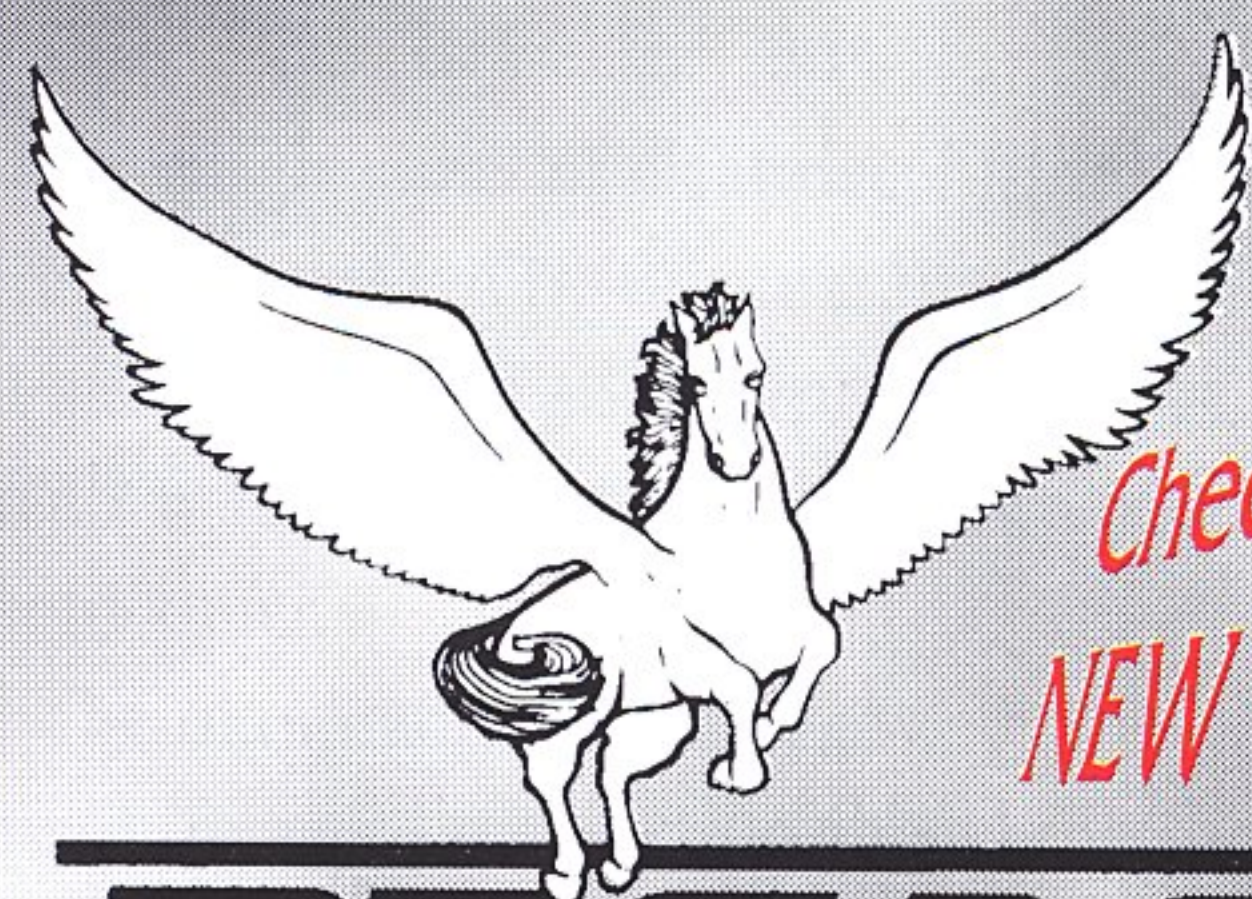
Available Now: 1/72 Austro Hungarian Crowns & Crosses £3.99 R.F.C. National Markings 1/48. £5.99

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PEGASUS

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NEW WebSite!



Minimeca Modelismo

The latest selection of products from this Spanish manufacturer has been passed directly to us for review.

Ref. 118. Tubing 1mm x 20mm

This pack offers twenty 20mm lengths of 1mm diameter stainless steel tubing.

Ref. 0F2. Tubing 0.98mm x 3.34mm

This pack offers twenty 3.34mm lengths of 0.98mm diameter stainless steel tubing.

1/72nd Scale

Ref. 7201. W/Gr 21 Rocket Launcher Tubes

This is one of the first simple upgrades from Minimeca and it utilises two lengths of tubing and two lengths of wire to allow the modeller to make up the W/Gr. 21 rocket launcher tubes that were carried by the Fw 190, Bf 110 and others during WWII. The only thing missing of course is the actual 21cm rocket itself for each unit.

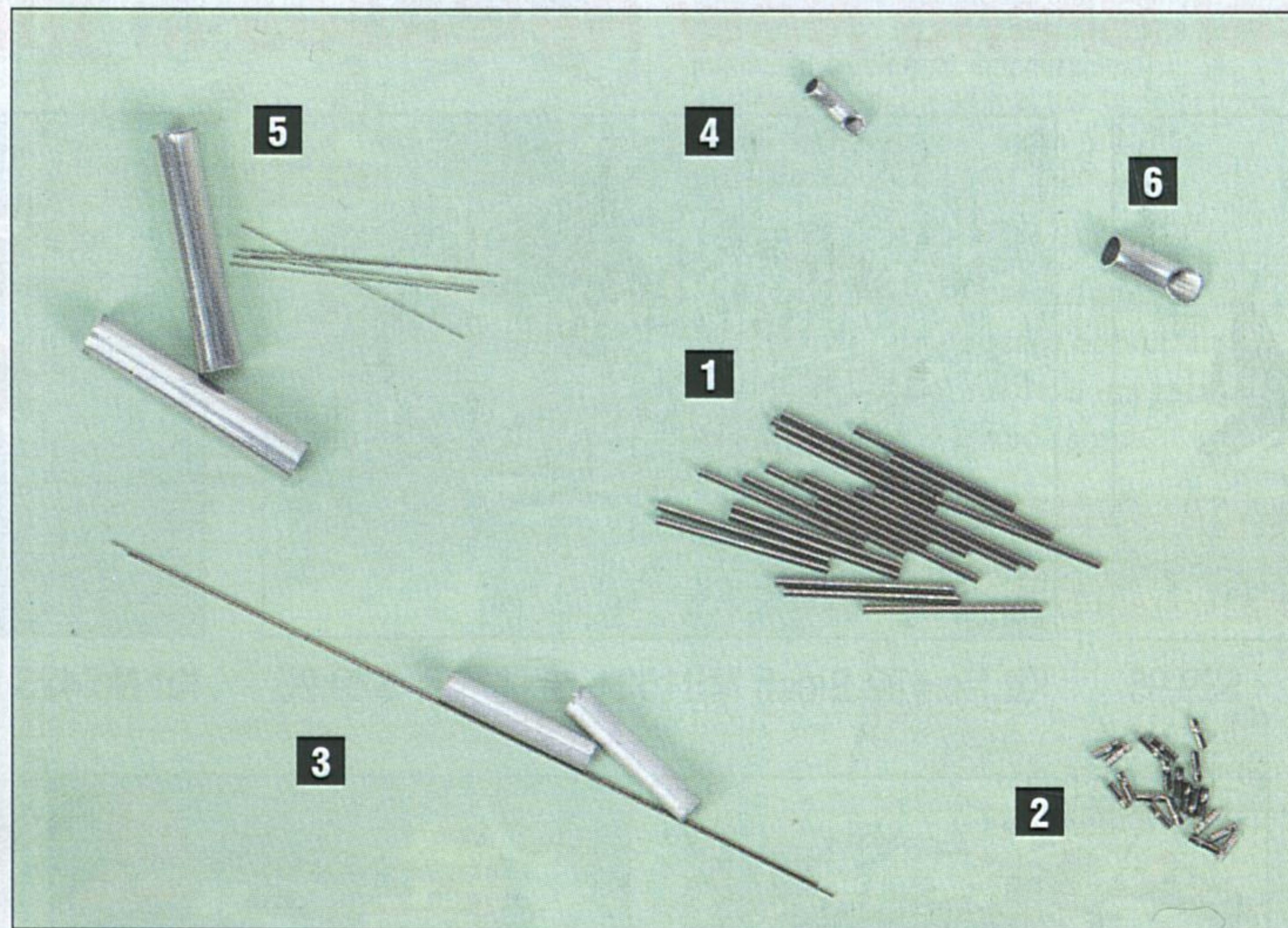
Ref. 7202. Exhaust pipe T-6 Texan

This is a neat idea, as it offers a curved length of tubing that will replace the exhaust in any 1/72nd scale T-6 Texan. A very clever, yet effective little update that

will be of great use with the new Academy kit.

1/48th Scale

Ref. 4801. W/Gr. 21 Rocket Launcher Tubes



This set is identical to 7201 reviewed previously, but is suitable for 1/48th scale subjects.

Ref. 4802. Exhaust pipe T-6 Texan

This is identical to the 1/72nd scale version (7202) reviewed previously, although this larger scale version will be suitable for the old Monogram or new Ocidental kits.

Once again, these are all excellent and effective updates from Minimeca. The W/Gr launchers are a nice idea, although the 'missing' rockets themselves are a bit of a nuisance and the exhaust pipes for the Texan are extremely welcome; let's hope that this is the start of a number of similar exhaust pipes. As far as I am aware, the Minimeca range is available in the UK from Final Touch.

Our thanks to Minimeca Modelismo for the review samples.

1. Ref. 118. Tubing 1mm x 20mm
2. Ref. 0F2. Tubing 0.98mm x 3.34mm
3. Ref. 7201. W/Gr 21 Rocket Launcher Tubes
4. Ref. 7202. Exhaust pipe T-6 Texan
5. Ref. 4801. W/Gr. 21 Rocket Launcher Tubes
6. Ref. 4802. Exhaust pipe T-6 Texan

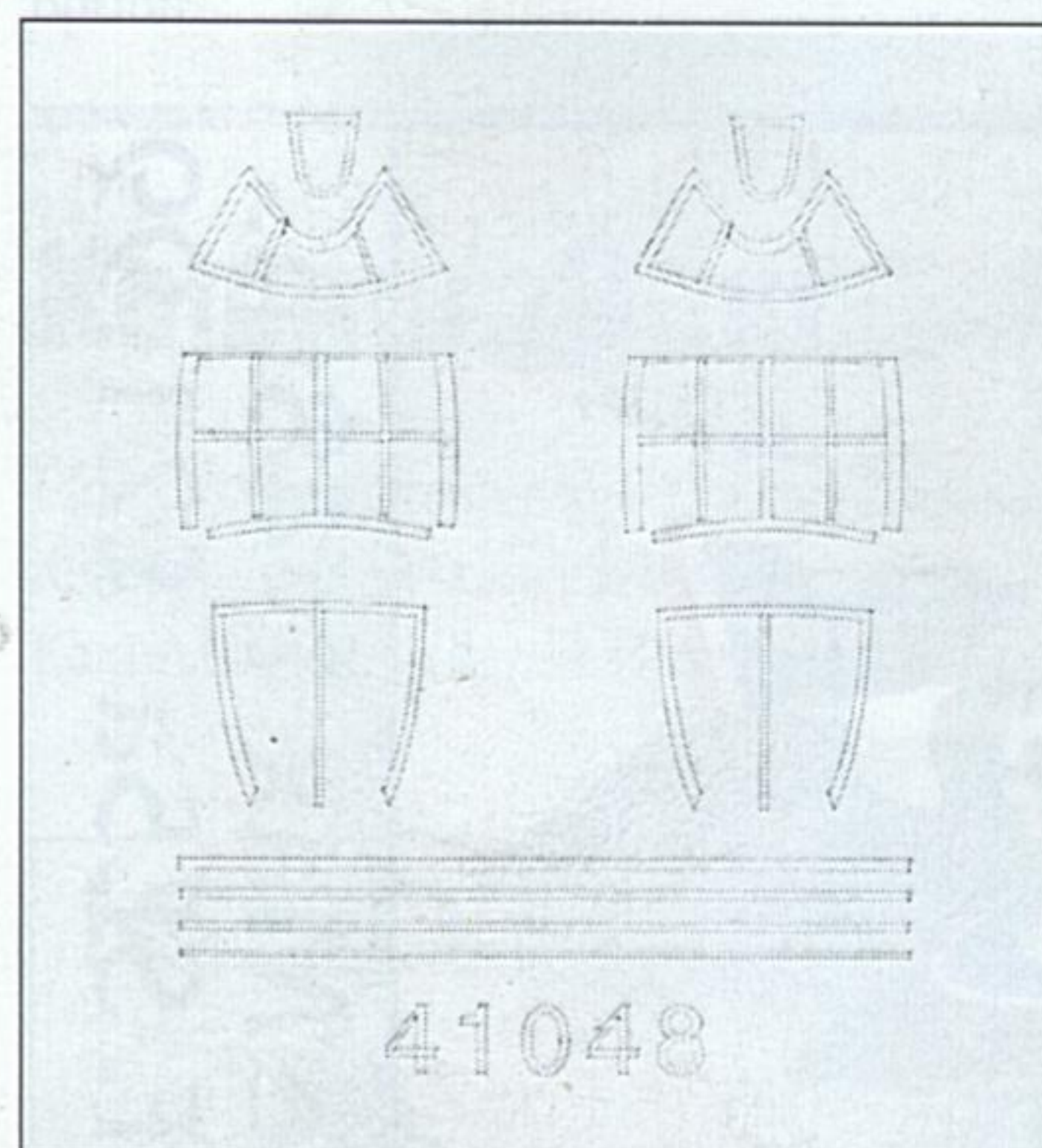
Information

Worldwide Enquiries:

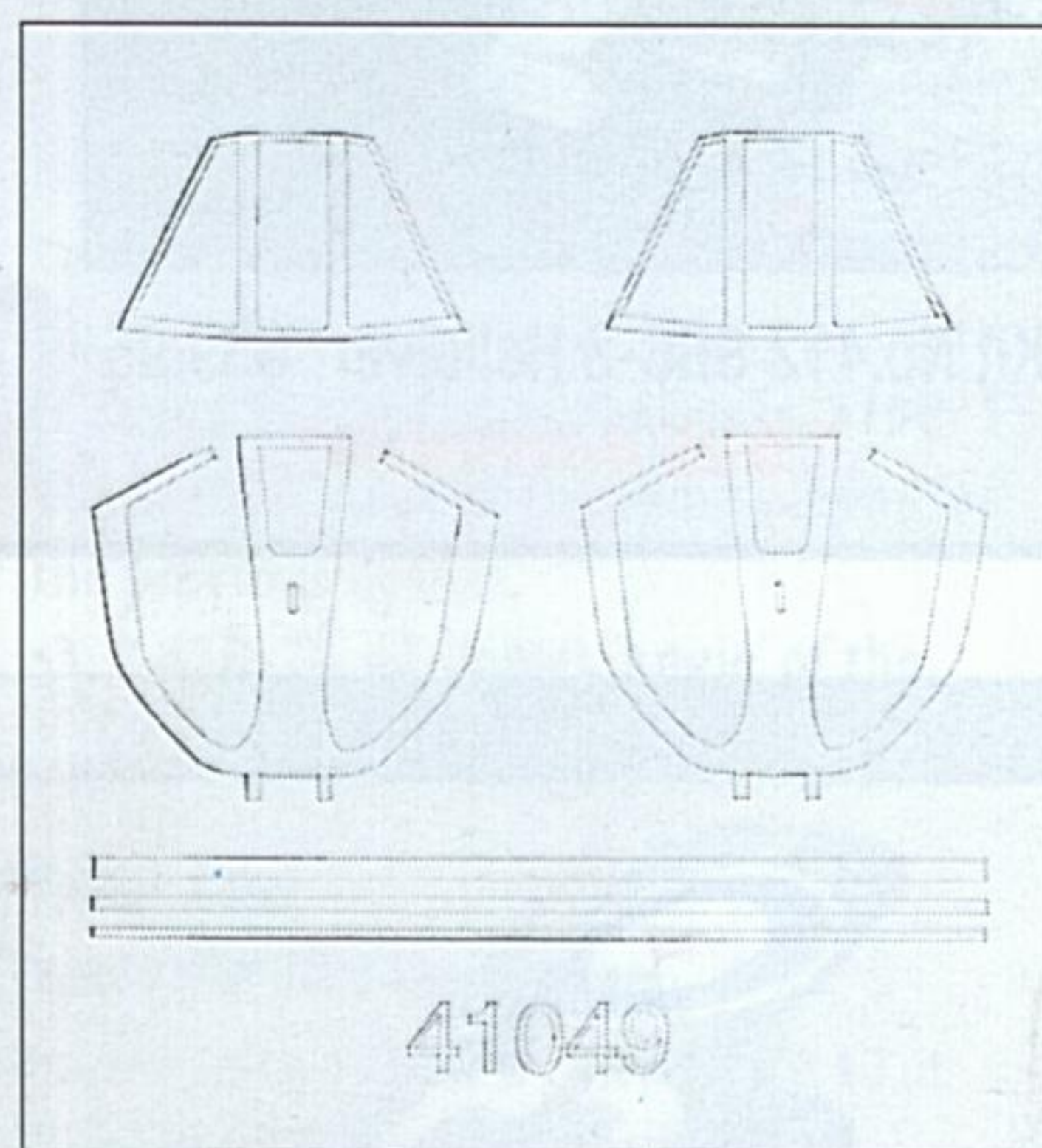
Minimeca Espanola S.L., Escultor Lobato 15, Bajos, 50007 Zaragoza, Spain
Tel/Fax: 34 976 25 09 38
Email: minimeca@teleline.es

True Details

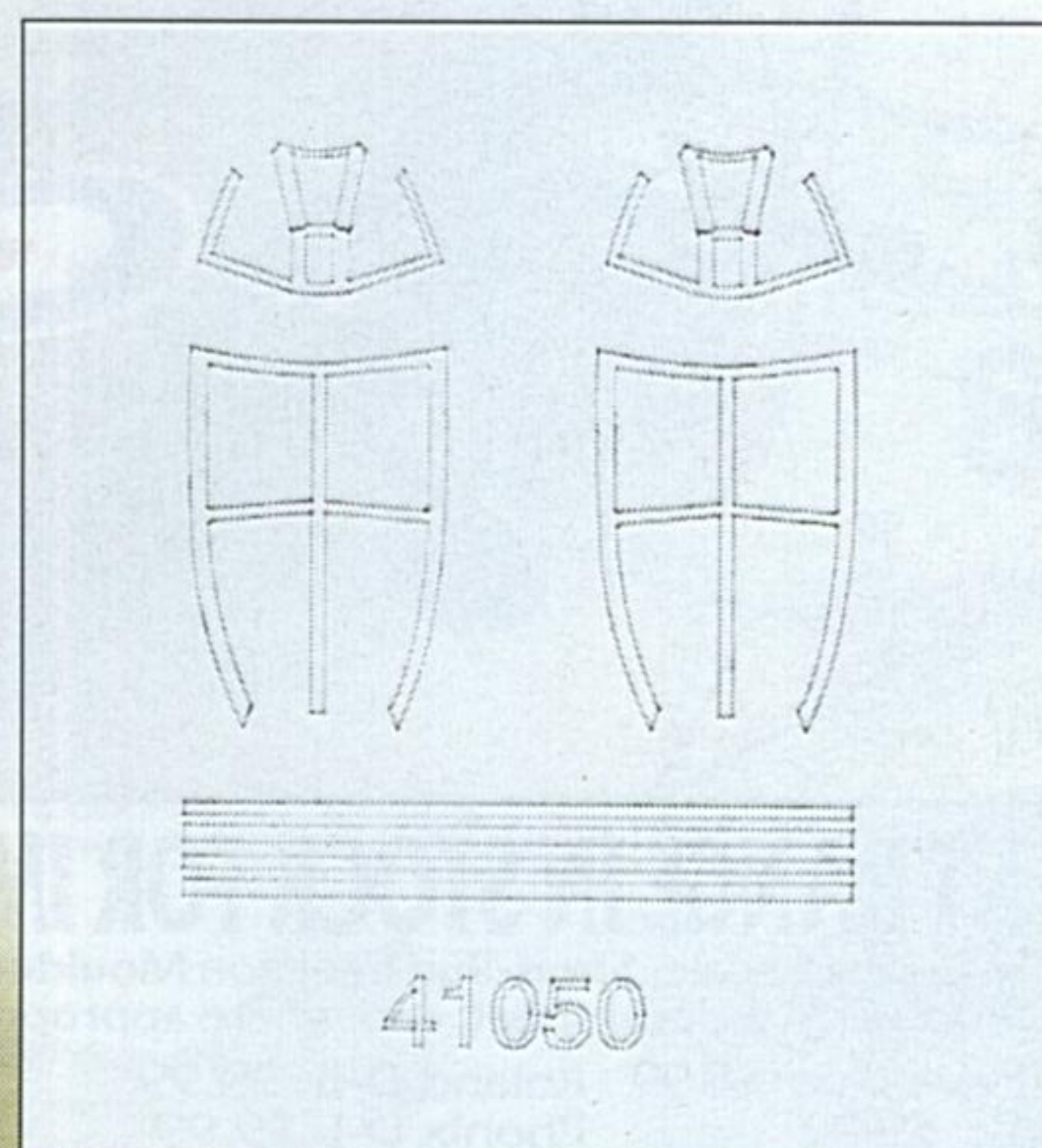
A number of the latest canopy frames from the 'Fast Frames™' range have been passed to us by the UK distributor for the range, Pocketbond Ltd.



41048 (N1K1 Type 11 George)



41049 (E.E. Lightning F.2A & F.6)



41050 (Ki-44-II Tojo)

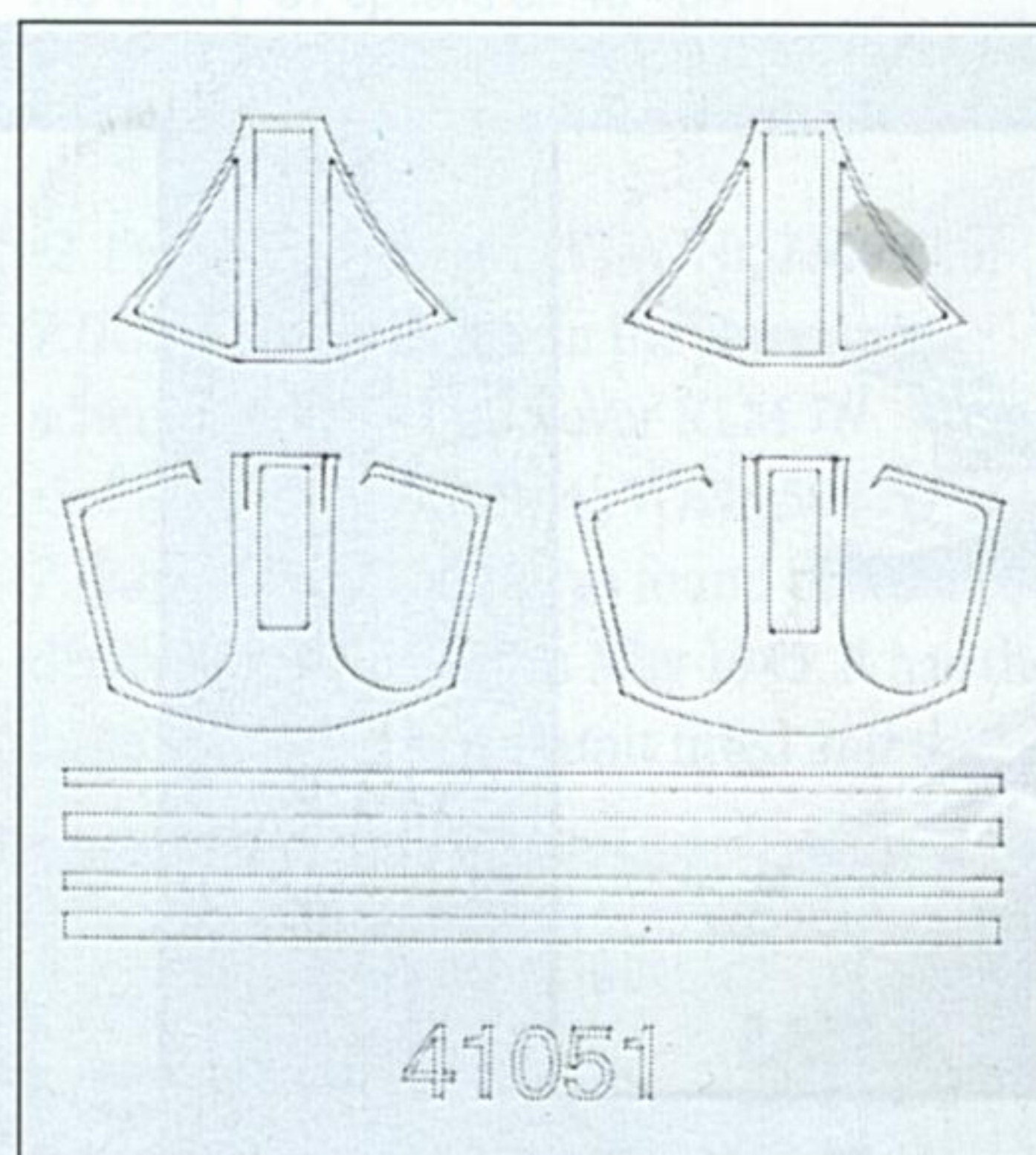
1/48th Scale

41048: N1K1 Type 11 George

This offers two complete sets of canopy frames for the Tamiya kit.

41049: E.E. Lightning F.2A & F.6

This offers two complete sets of frames for the Airfix kit.



41051 (Douglas F4D-1 Skyray)

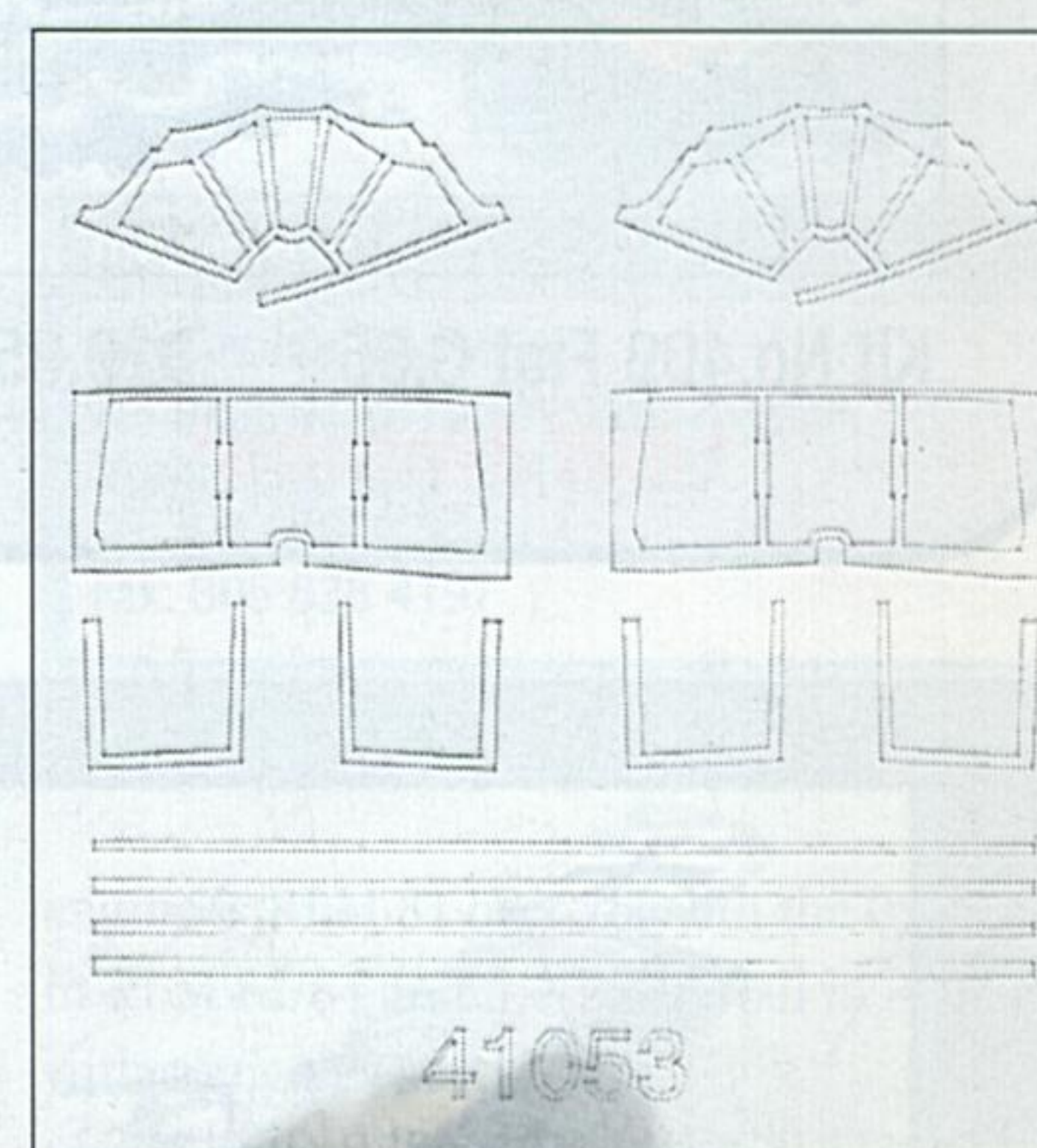
41050: Ki-44-II Tojo

This supplies two complete sets of frames for the Hasegawa kits.

41051: Douglas F4D-1 Skyray

This offers two complete sets of frames for the Tamiya kit.

41053: Mitsubishi J2M3 Type 21 Jack



41053 (Mitsubishi J2M3 Type 21 Jack)

This offers two complete sets of frames for the Hasegawa kit.

Each of these sets offers the various components of each subject's canopy in die-cut vinyl, as well as a selection of various widths of the material for 'repairs' etc.

Our thanks to Squadron Products and Pocketbond Ltd for the review samples.

Information

Worldwide Enquiries:

True Details, Squadron Products, 1115 Crowley Drive, Carrollton, Texas 75011-5010, USA.
Tel: 214 242 1485 Fax: 214 242 37 75

LifeColor

This is an extensive range of acrylic paints from an Italian manufacturer, and samples of a number of the colours have been passed to us for evaluation.

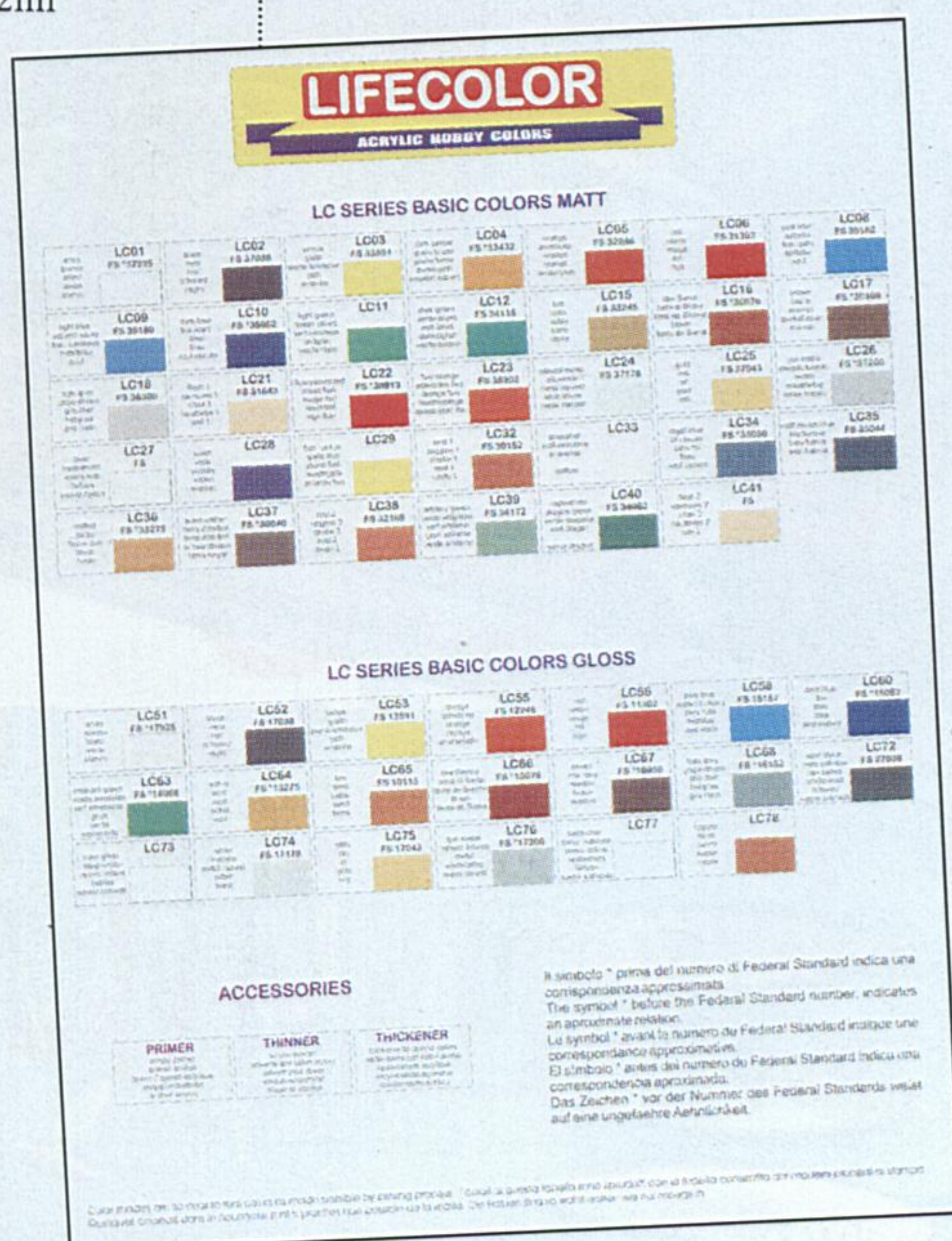
Each colour comes in a 22ml plastic screw-top bottle. The aroma is not overpowering, unlike a number of acrylics, and the colour density is very good indeed. I found the colours spray well, with the addition of a bit of screenwash to 'smooth' the flow. They can be brushed, and are amongst the best I have come across in this manner of application. Although the colours are listed as 'water soluble', there is a specific thinner and this usually indicates that the colours are not in fact true acrylics, being 'water modified' instead. That said I must admit I did thin them with distilled water and found few problems with this.

Each colour is cross referenced to the Federal Standard system, as well as listing them by the 'proper' name e.g. Neutral Grey 43. The selection of colours offered by LifeColor is very good, this being illustrated by the inclusion of 'Mixed Grey' (FS 34583), a colour only used by the RAF for as short time in WWII and even Non-Specular Blue Grey (FS 35189) which is a colour missed from many other paint ranges. The range, as you would expect, includes a complete set of WWII and modern colours for Italian Air Force subjects.

In all there are no fewer than 101 colours in the series, with 54 'authentic' colours. The series also includes a 'Thickener' which will make the paint's consistency like oil paint, so that three-dimensional effects for such things as buttons or mud can be

achieved. The manufacturer also offers a full colour chart which not only includes all the shades available from them, but also a cross-reference list that compares the colours with the Humbrol, Tamiya, Gunze and Testors paint ranges.

Hopefully this range will soon be



A selection of the LifeColor range

contact LifeColor directly, who will supply a colour chart.

Our thanks to LifeColor for the review samples, and we are delighted to say that they are sponsoring our Review Team with their range throughout 1999.

Information

Worldwide Enquiries:

LifeColor, AstroModel sas, via M. Lercari Sez. M/5, 16126 Genoa, Italy



The LifeColor range

Experts-Choice

A new single sheet of clear decal film has just been released by this manufacturer. The A4 sized sheet will allow reproduction of decals with an ink jet printer or a colour photocopier.

The manufacturer includes a straightforward instruction sheet with the decal film that should answer any of your

questions about how to create your own decals.

Our thanks to Expert-Choice (Bare Metal Foil) for the review sample.

Information

Worldwide Enquiries:

Bare-Metal Foil Co., P.O. Box 82, Farmington, MI 48332, USA
Tel: 248 477 0813 Fax: 248 476 3343

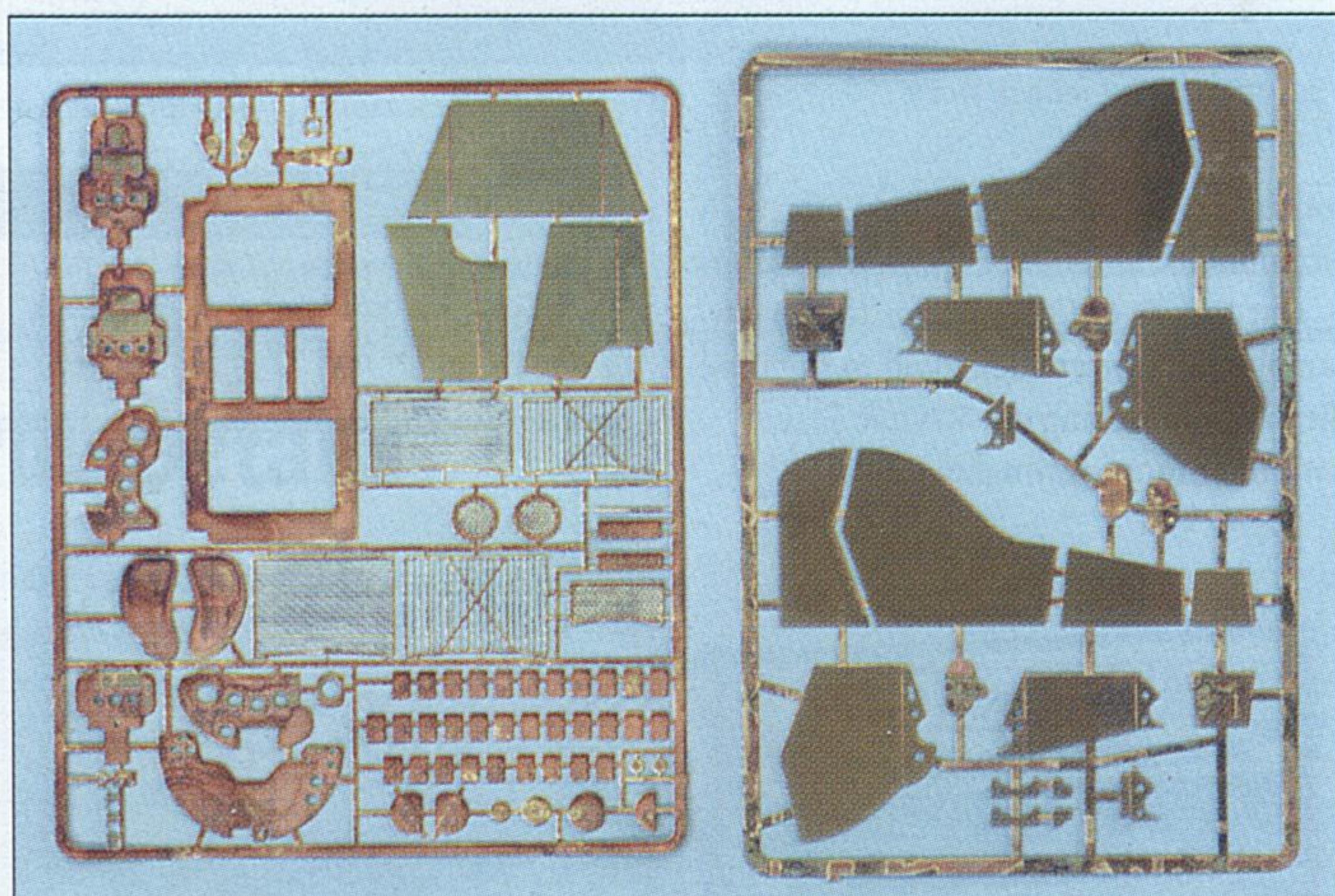
CraftWorks' Macchi C.202/205

Technical Data

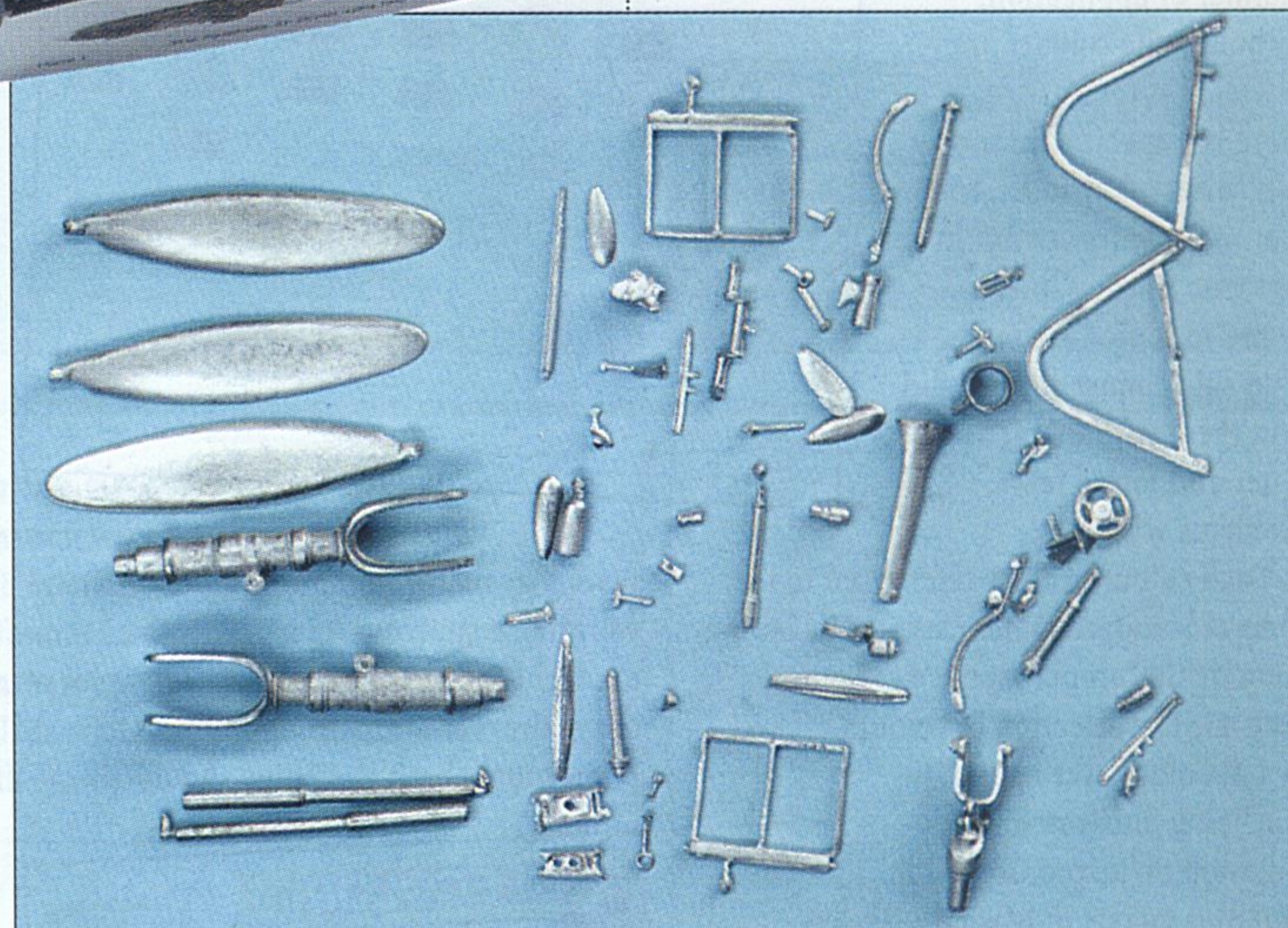
Manufacturer: CraftWorks Inc.
Scale: 1/32nd **Price:** £TBA
Type: Resin, White Metal, Etched Brass & Vac-formed Clear
Parts: Resin 46, Metal 56, Etched 150
Also Included: Die-cut Acetate Glazing, Dry-rub Transfers & Placards, Acetate Film Instrument Panel, Stud (Propeller boss), Wire, Chain & Four-part Resin Pilot Figure
Decal Options: 5 (plus 26 Squadron/Gruppe Insignia)
Manufacturer: CraftWorks Inc., 872 s.w. 174th Street, Seattle, WA 98166, USA.
 Tel/Fax: 206 242 8272
 Email: staff@craftworks.com

The Kit

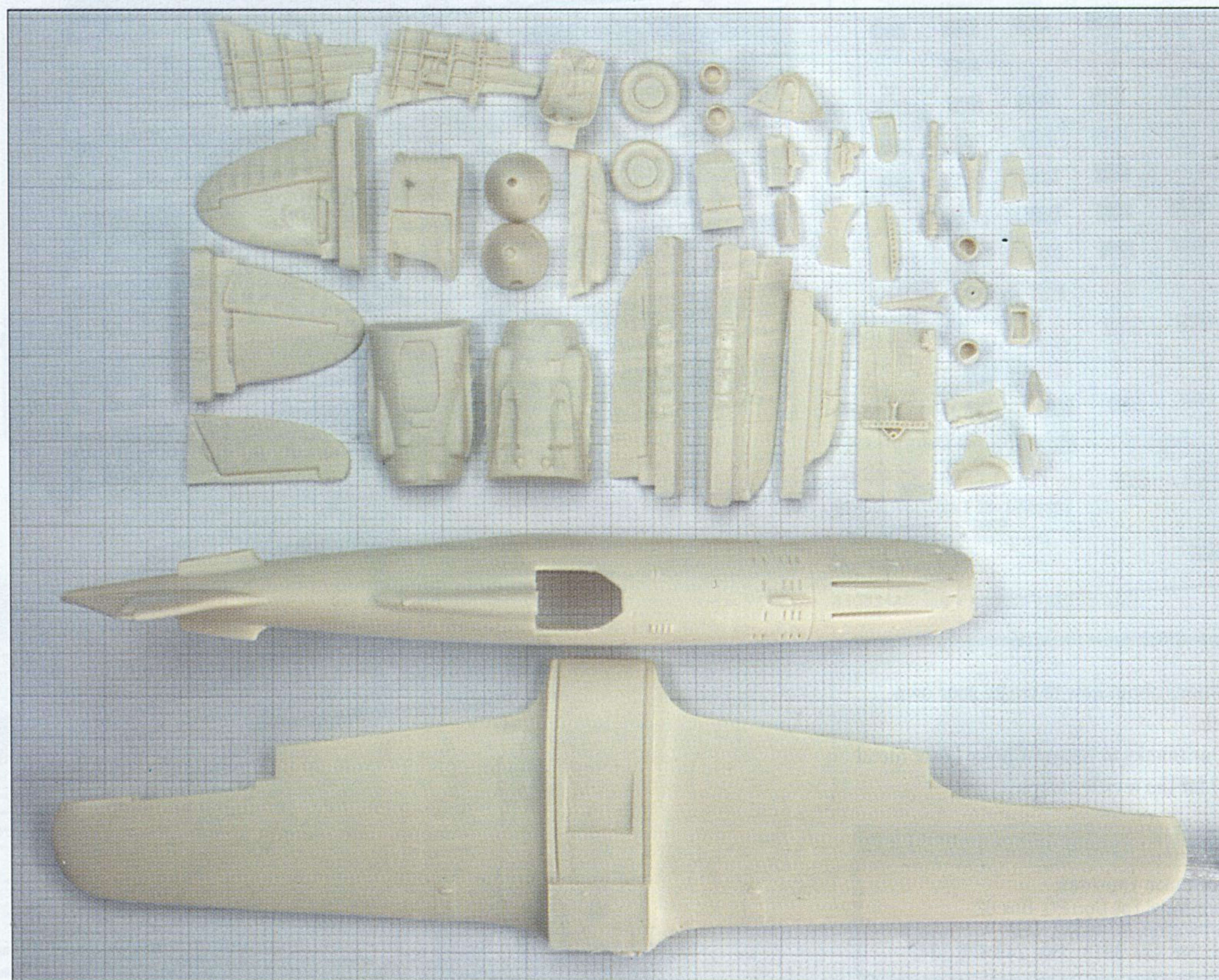
Just as a bit of a taster for you, before this kit makes its way into the skilled hands of Paul Lawson for a full build feature, here is a look at the most recent release from CraftWorks Inc. As you will see from the enclosed pictures, this kit is every bit as good (and better!) than the previous P-40B/C



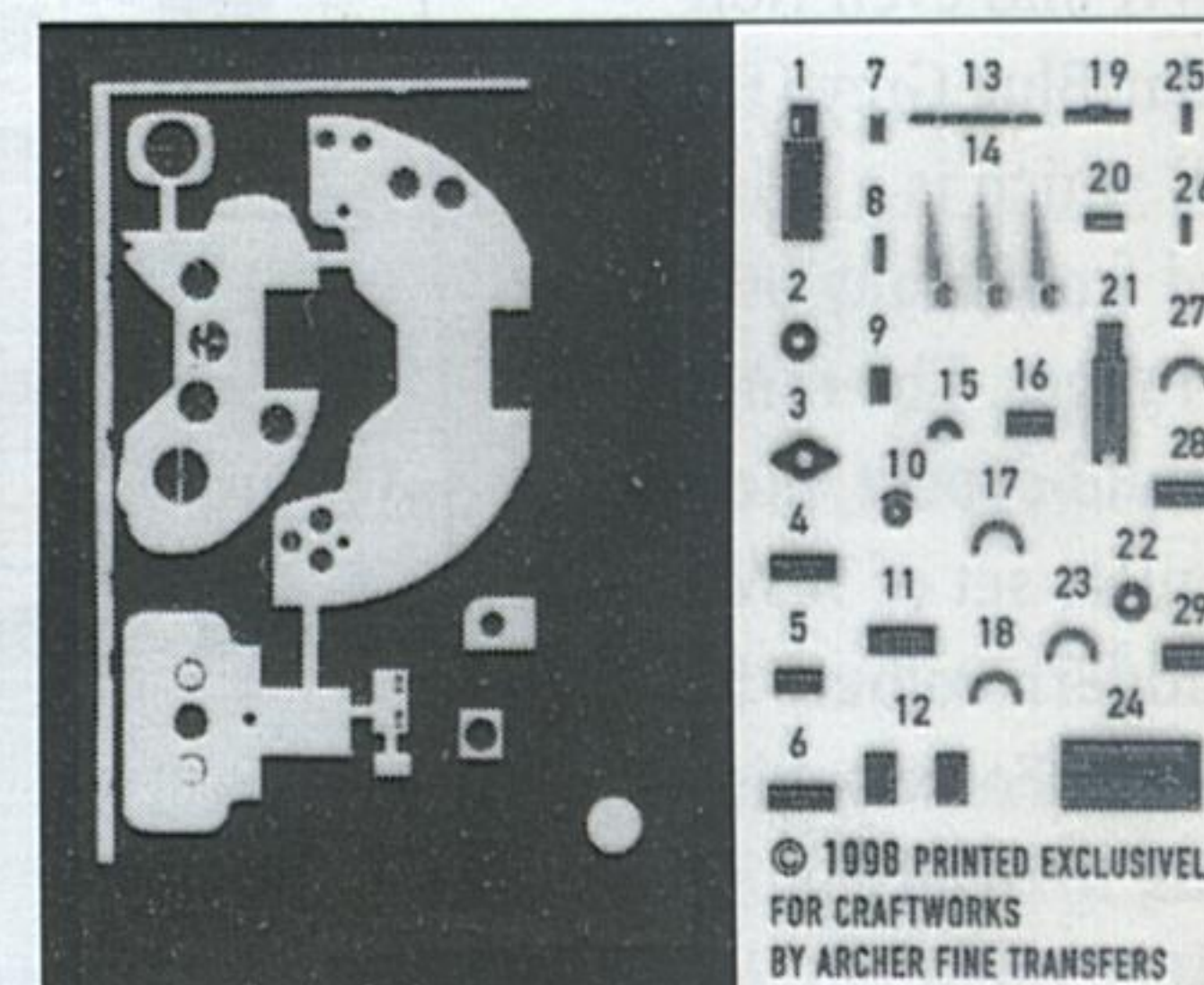
The two etched brass frets are 'scale thickness'



The white metal parts



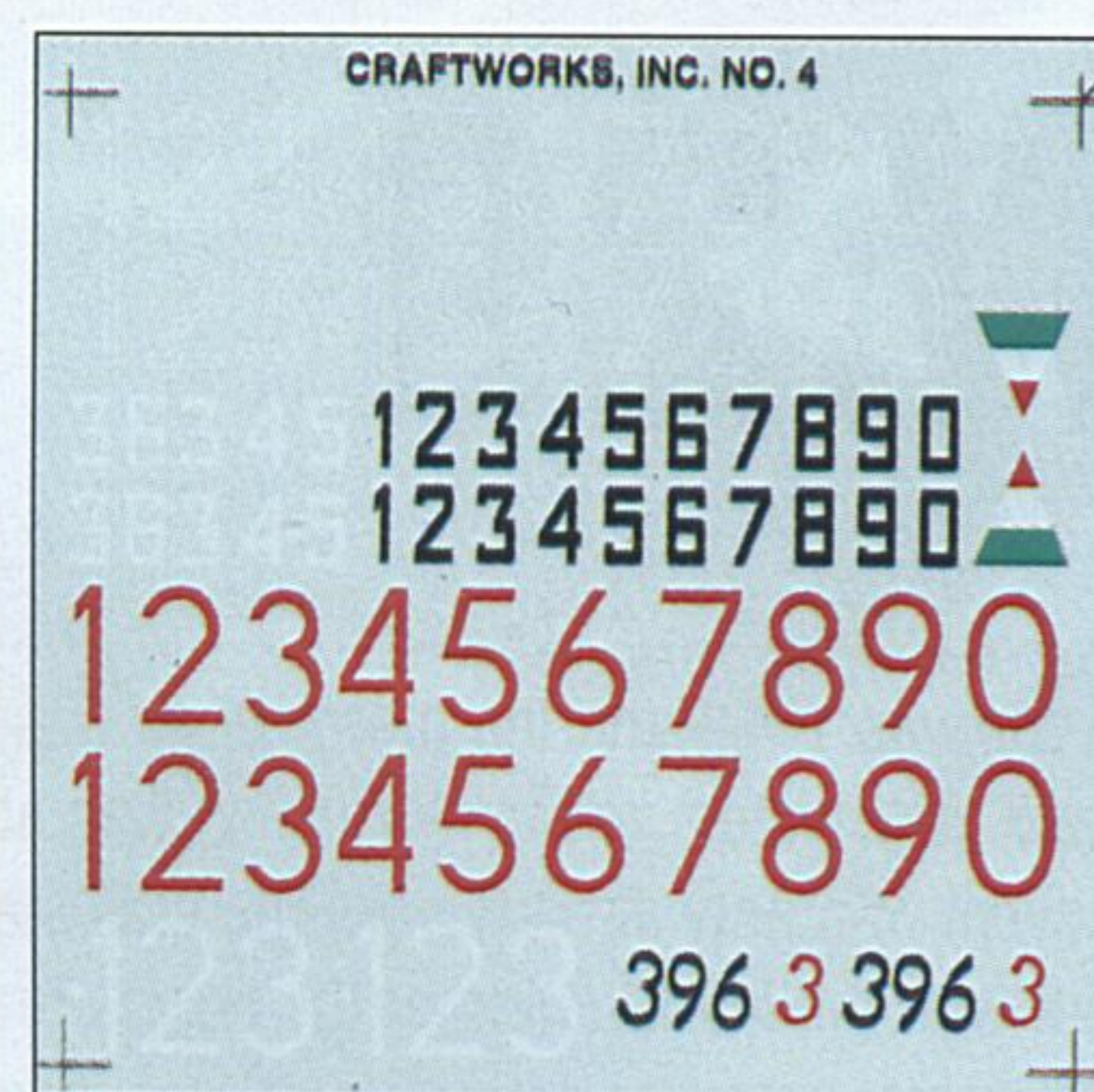
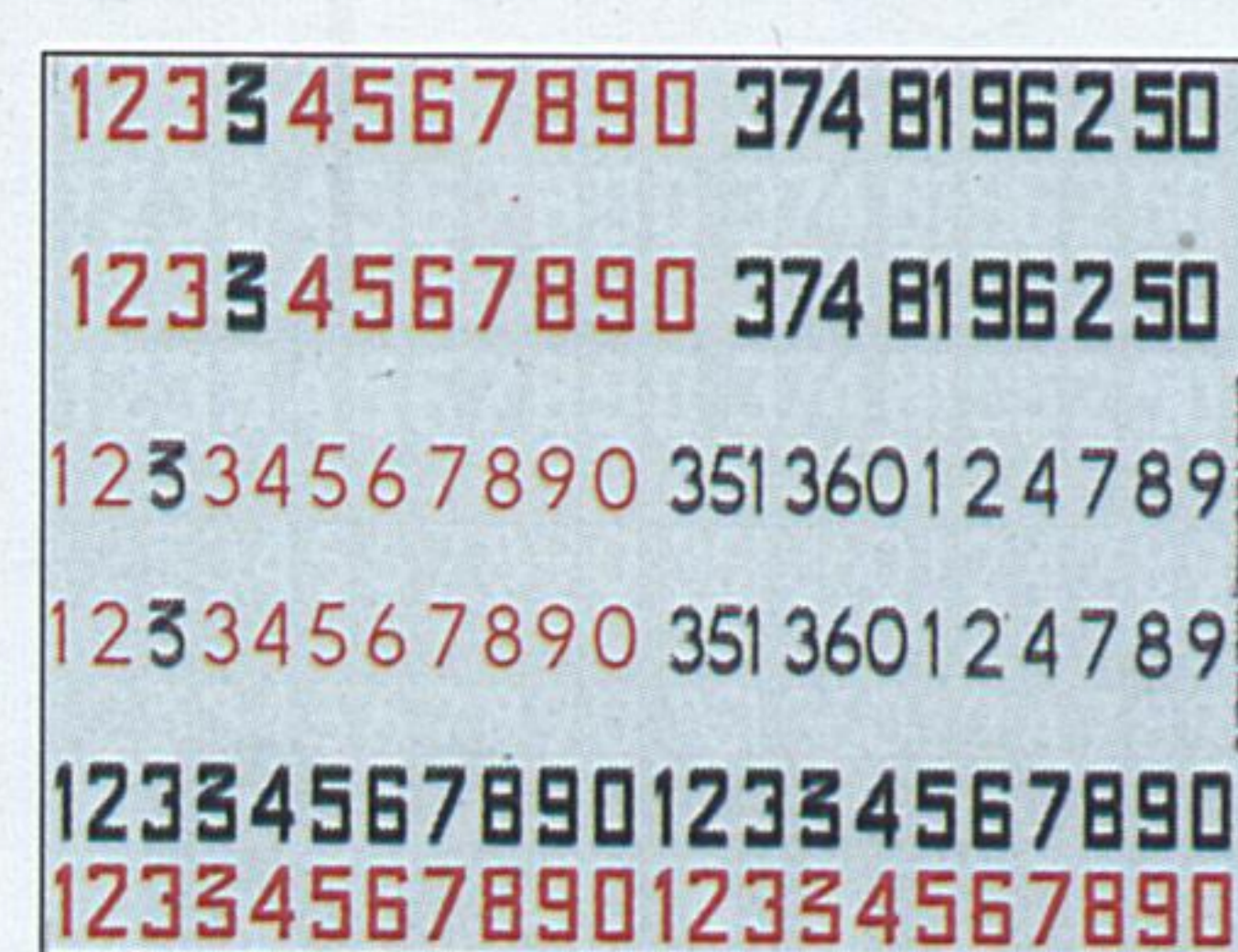
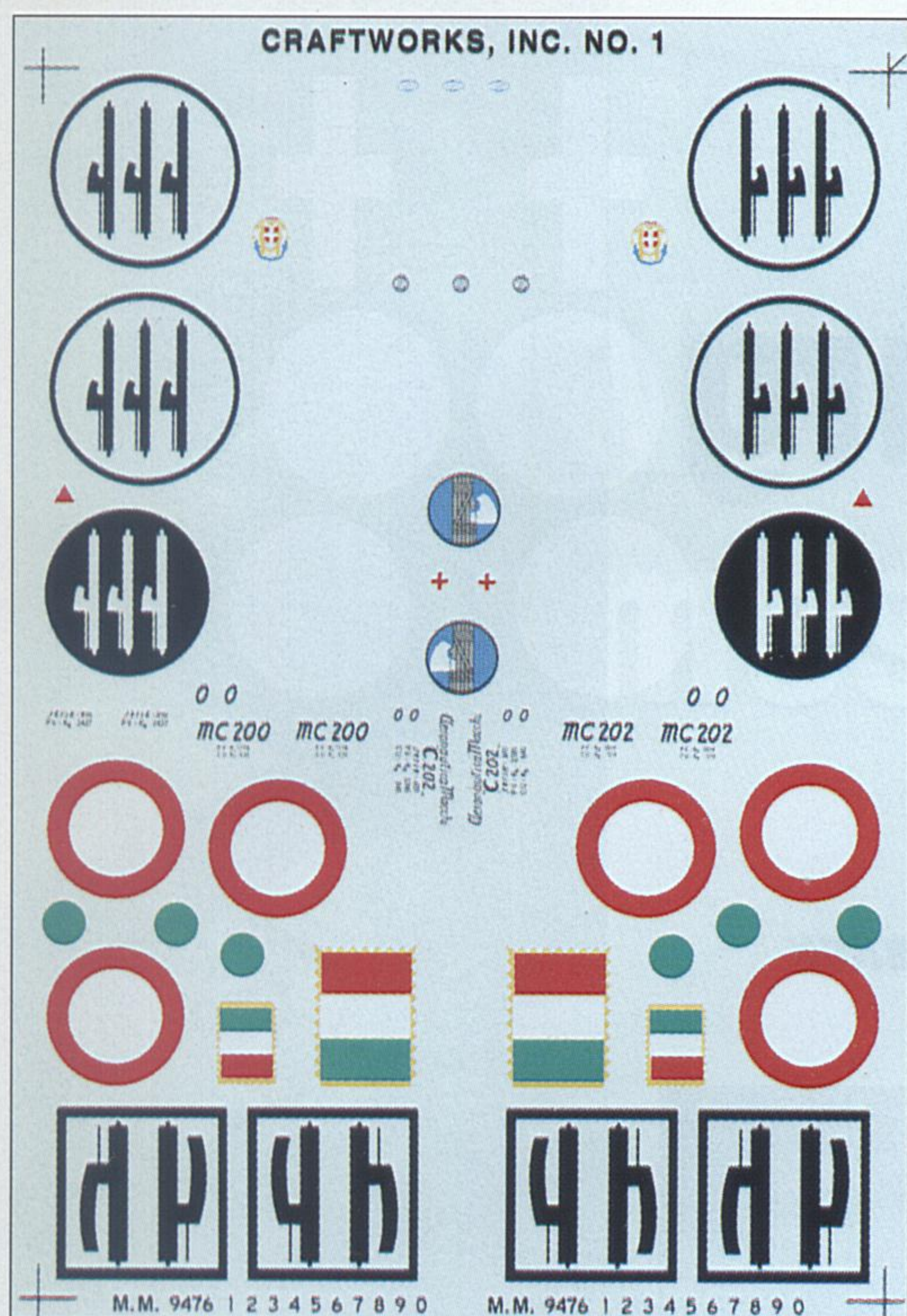
All of the resin components including the one-piece wing and fuselage



The rub-down transfers and acetate film



The excellent pilot figure



The four decal sheets

that Paul built last month. The finesse of the casting, level of detail and quality of this product is obviously the work of a skilled modeller, with a real passion for the subject.

Colour Options

The kit includes a lovely full-colour four-view colour diagram of one option,

and this has been created by SAMI contributor and Aviation Illustrator Michele Marsan. The machine depicted is a Macchi C.205 of 3a Squadriglia, 10 Gruppo, ANR based in Northern Italy in 1944. This is only the start though, as CraftWorks have also included no fewer than 26 different squadron/group insignia and a mass of serials and codes

on no fewer than four decal sheets! You should, therefore, have little trouble in finding a suitable scheme and all those 'left over' markings will be a real bonus to any 1/32nd scale modeller's decal bank.

Conclusion

What can you say? This is another

excellent kit from CraftWorks and one which amazingly better the first offering. I am sure that we will get a good idea of the finished product once Paul has built this (big) gem, so until then I will let you all ponder over these photographs of the kit's contents.

Our thanks to CraftWorks Inc. for the review samples.

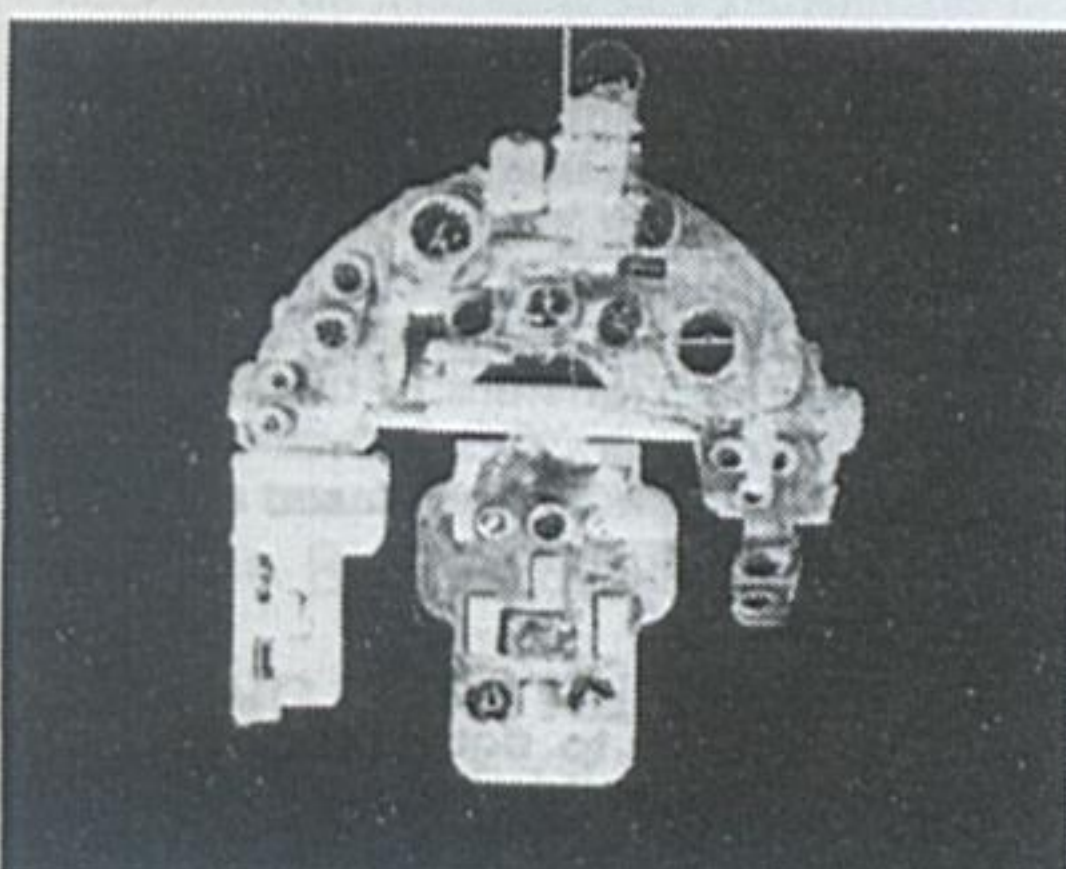
WING SECTION ASSEMBLY

STEP 5.

Paint back of the Photo-Negative Film **White**. Paint instrument panels, fuel control, Machine gun charging handles, engine shut-off, gun sight, and compass **Flat Black**. Next attach Photo-Negative films to the instrument panels and build up as indicated.

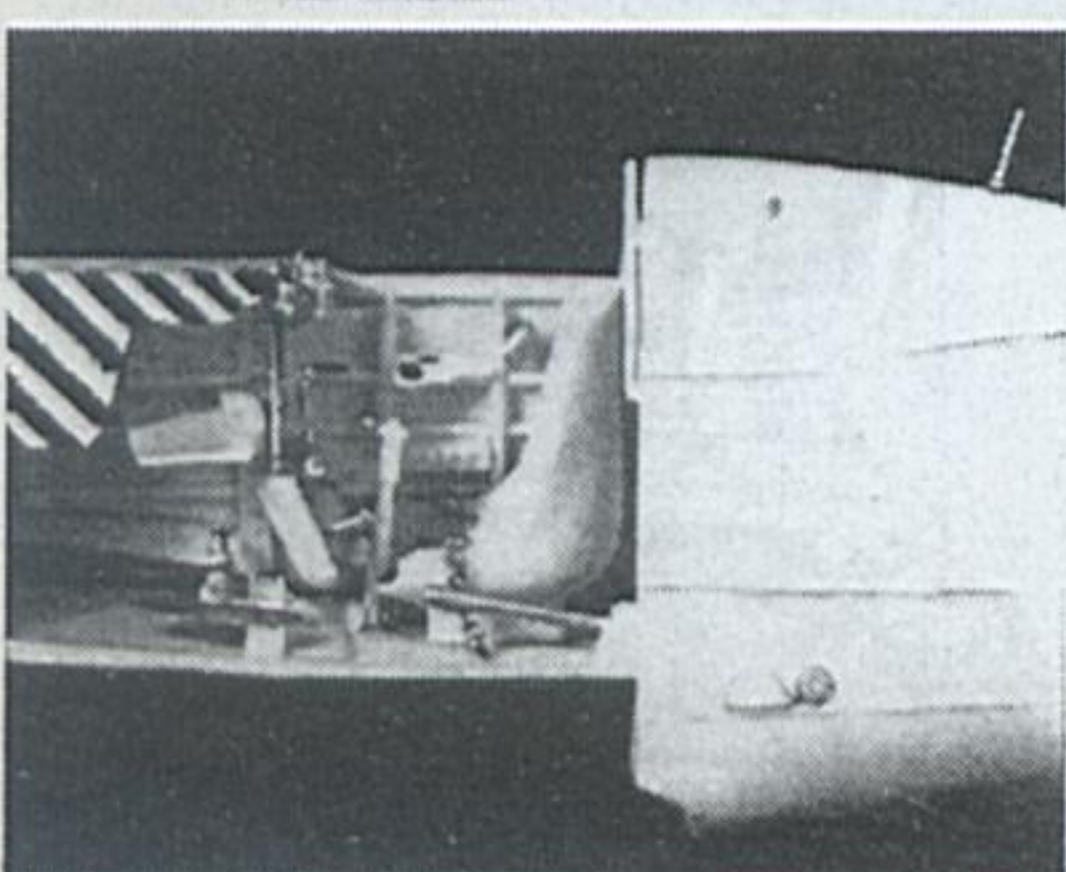
STEP 6.

Apply Dry Transfers to the lower left side Control panel. After attaching the lower armament panel and lower left side control panel, attach fuel control, compass, machine gun charging handles, and other controls.



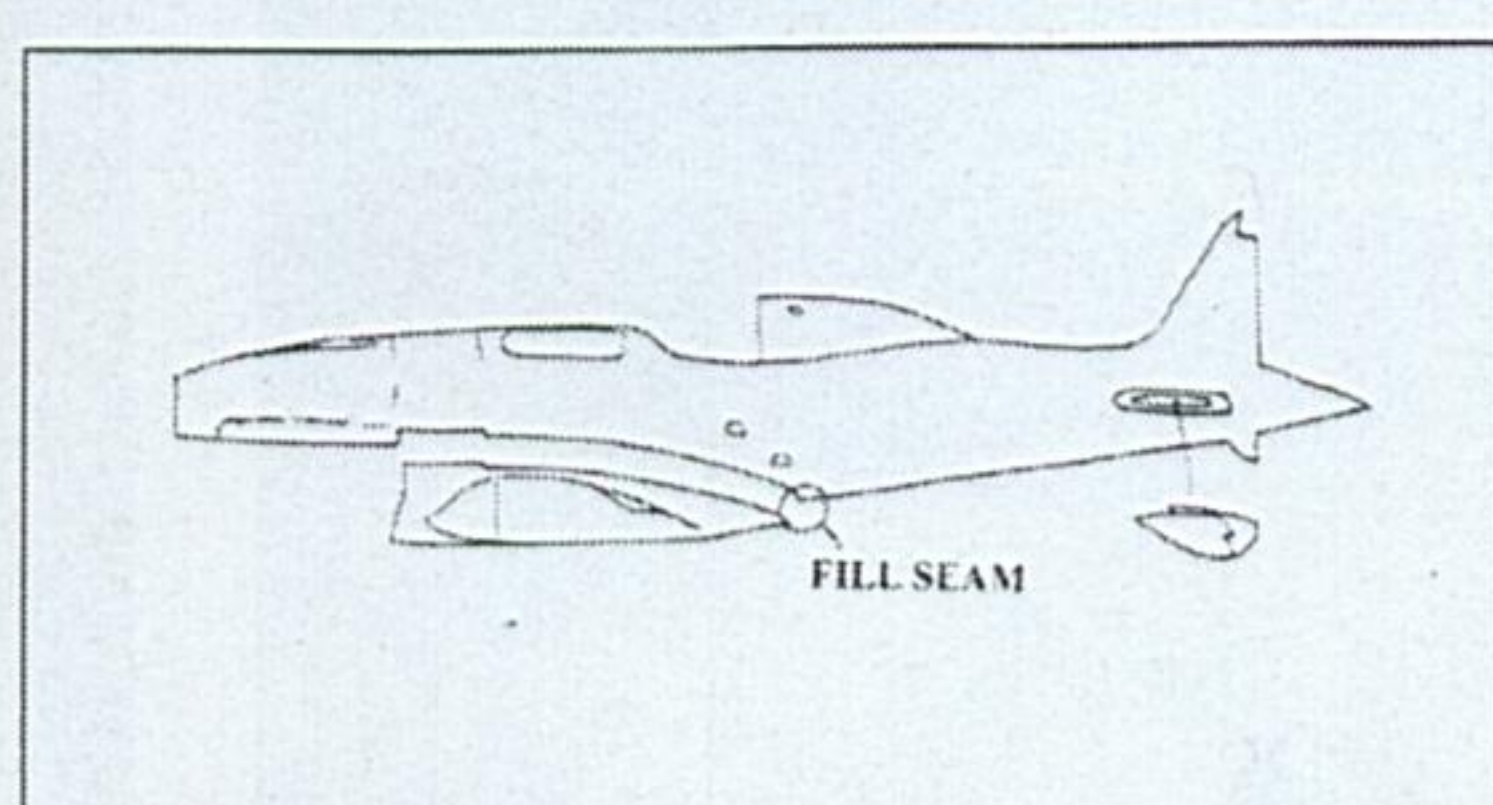
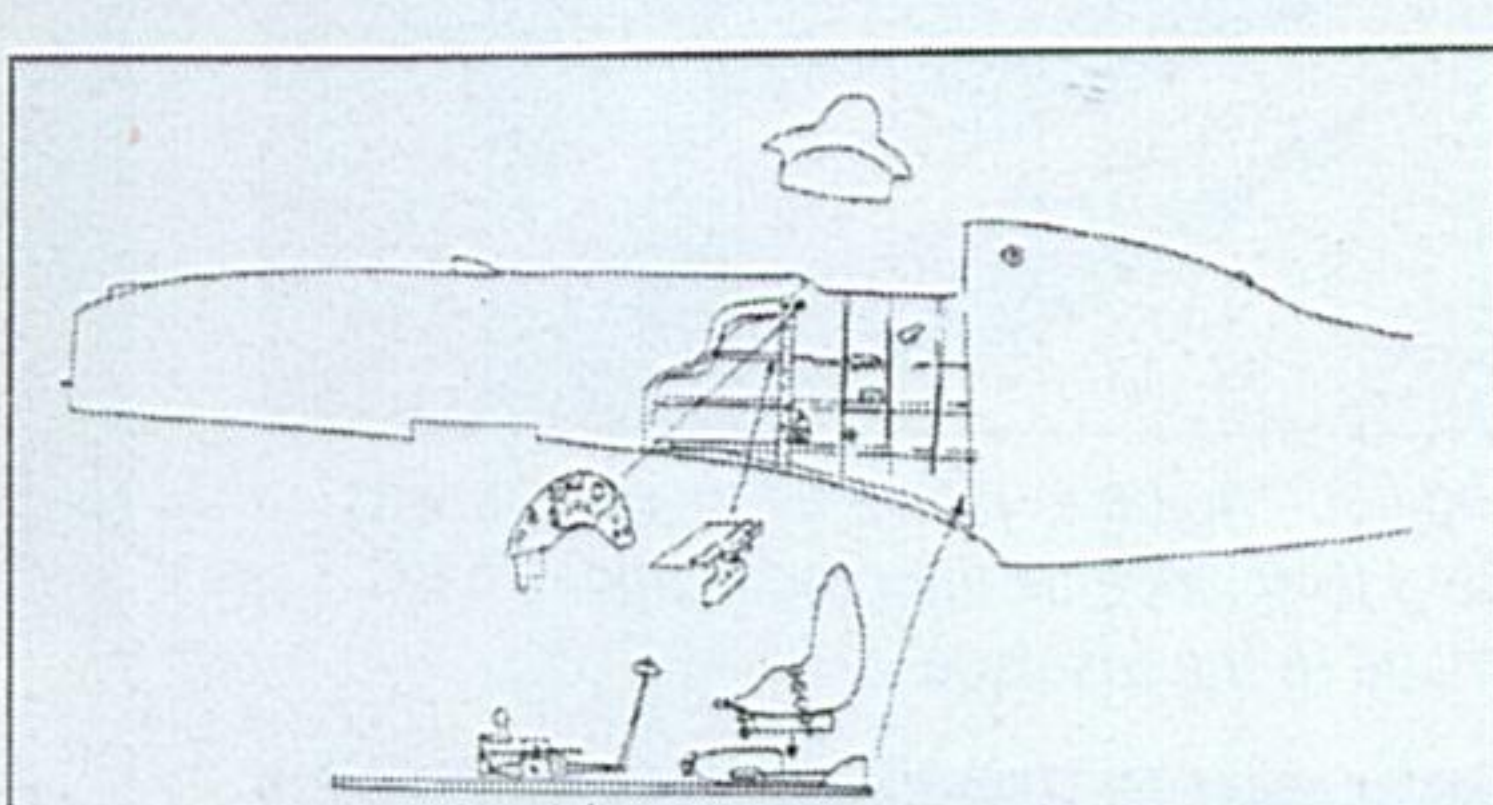
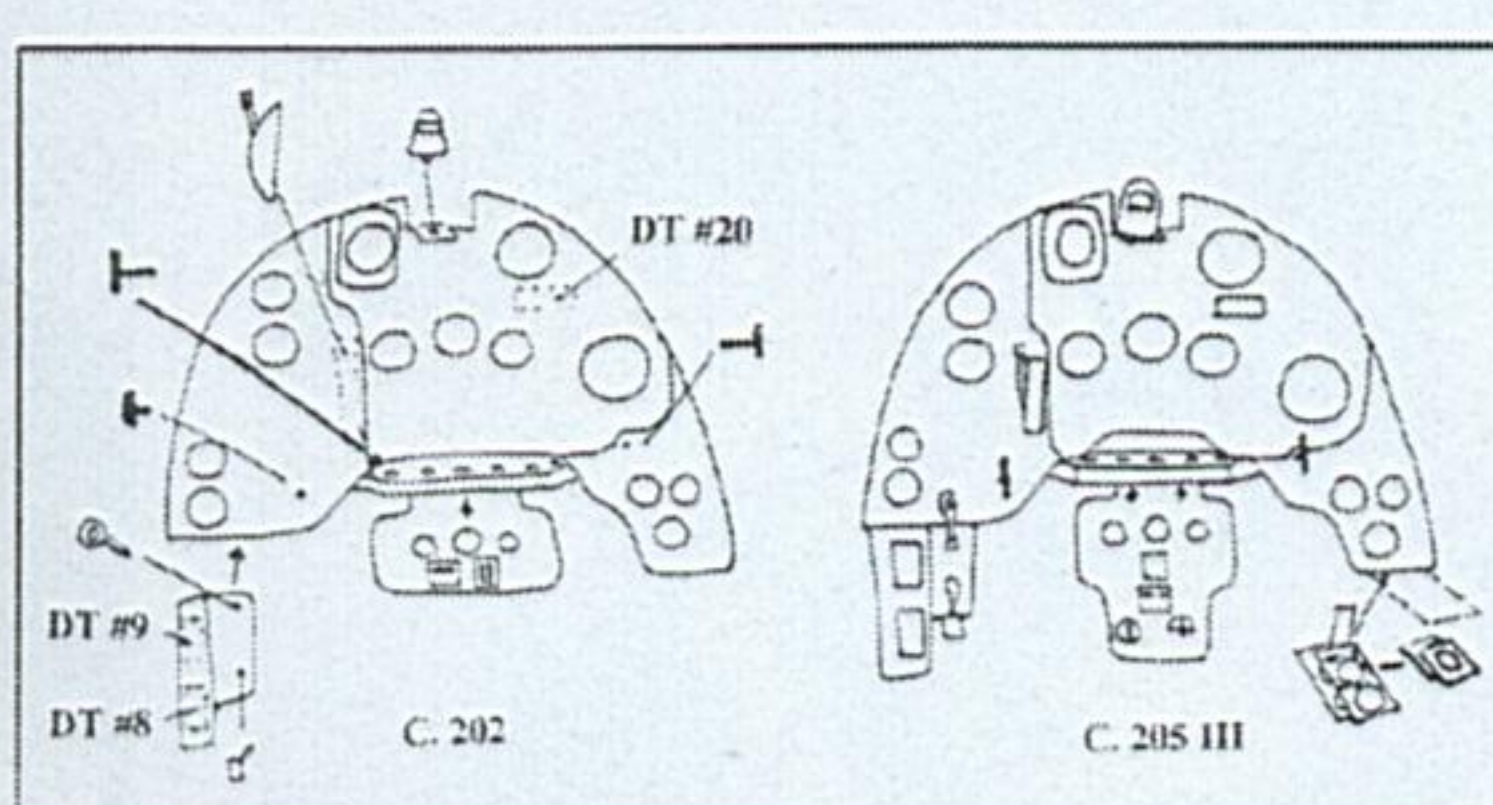
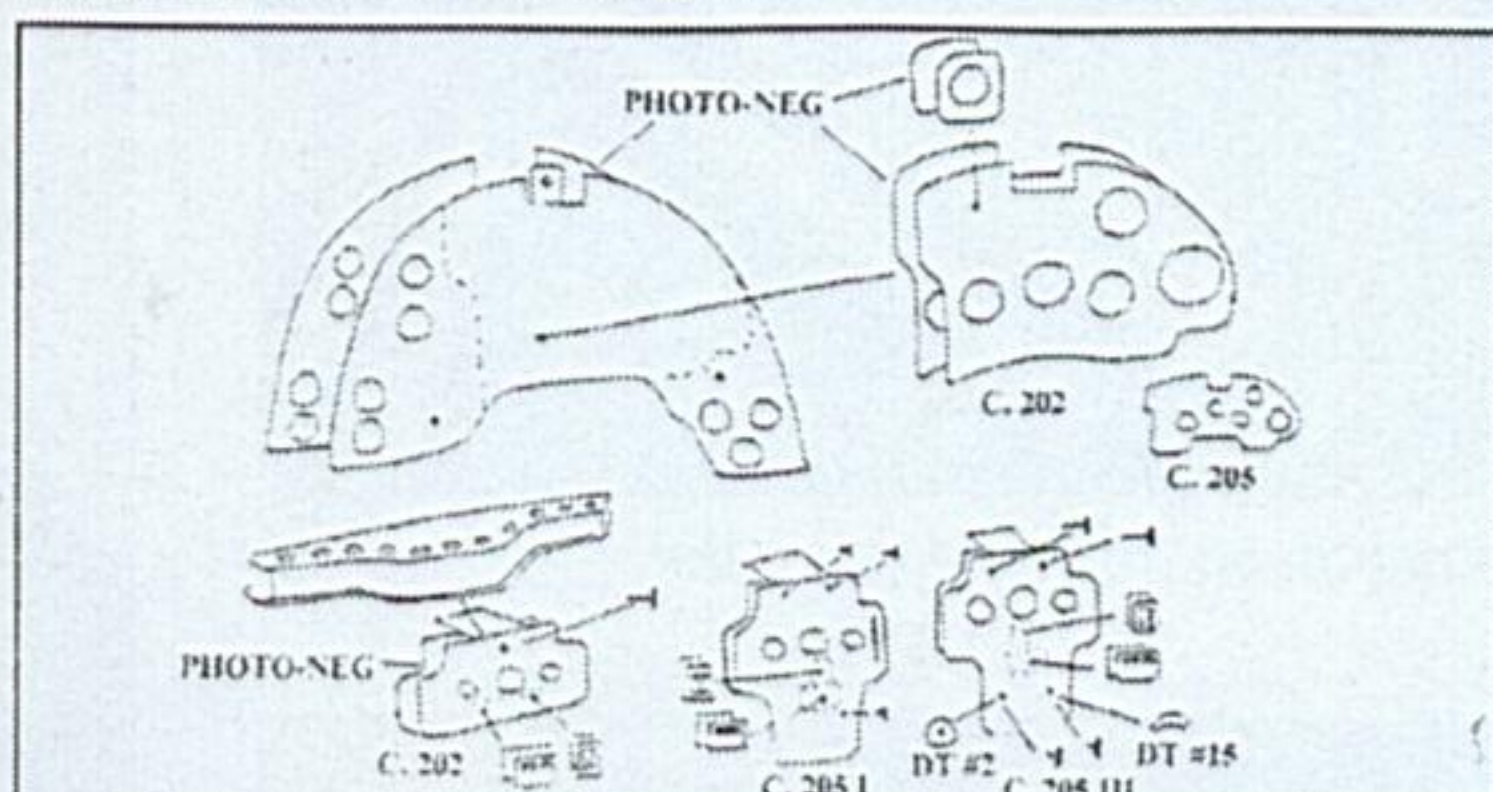
STEP 7.

Install left and right sidewalls to the inside of the fuselage. Install the instrument panel to the inside of fuselage. Install floor and finally, the pilot head armor plate.



STEP 8.

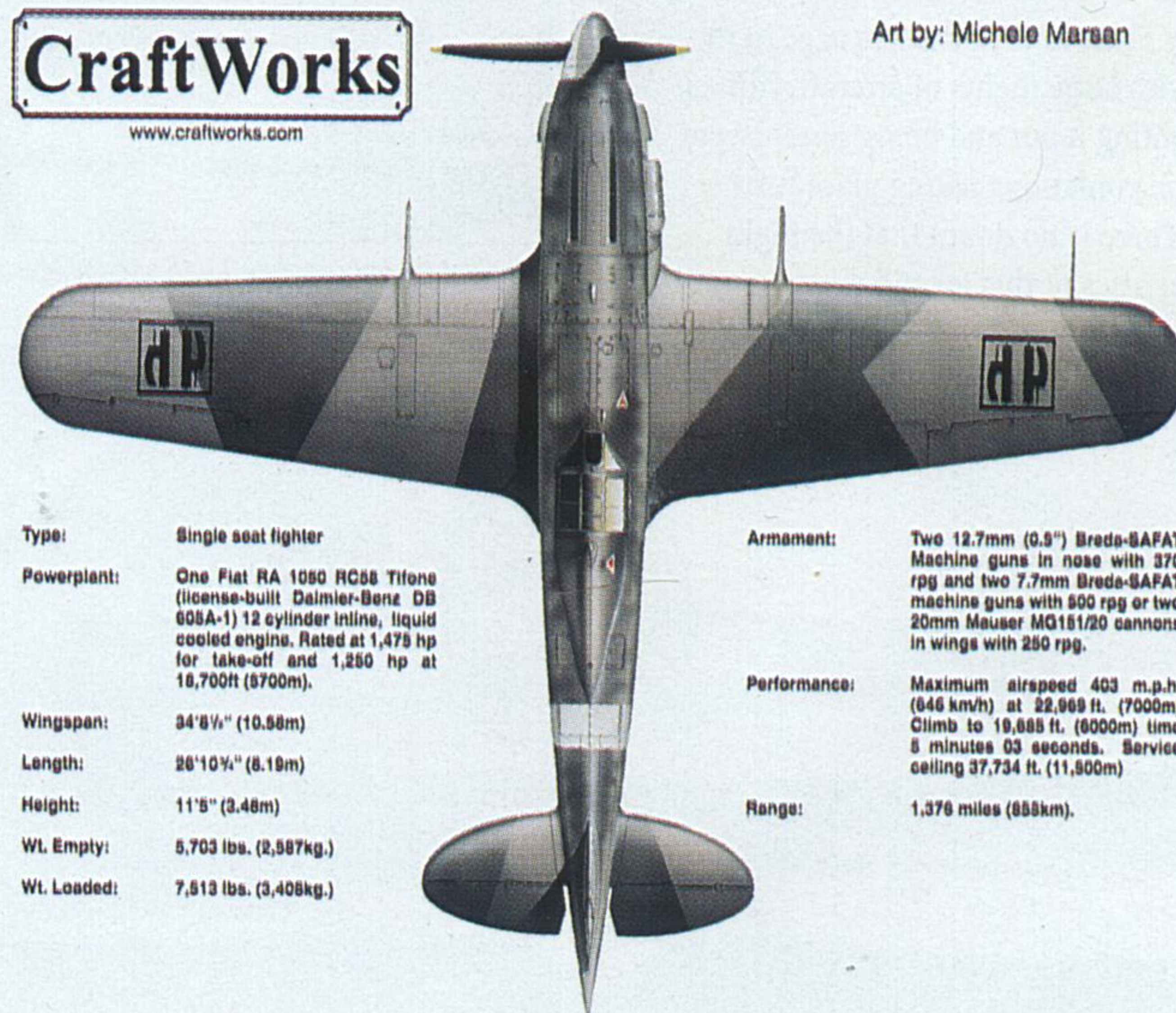
Attach wing to fuselage. Fill under Side of the fuselage-wing joint with 'Super glue' and sand as necessary. Attach the Horizontal stabilizers. Note: Fuselage 'flash' should be trimmed using outside edge as guide.



CraftWorks

www.craftworks.com

Art by: Michele Marsan



Type: Single seat fighter

Powerplant: One Fiat RA 1050 RC58 Tifone (license-built Daimler-Benz DB 603A-1) 12 cylinder inline, liquid cooled engine. Rated at 1,475 hp for take-off and 1,250 hp at 18,700ft (5700m).

Wingspan: 34'8 1/2" (10.58m)

Length: 26'10 1/2" (8.19m)

Height: 11'5" (3.48m)

Wt. Empty: 5,703 lbs. (2,587kg.)

Wt. Loaded: 7,513 lbs. (3,408kg.)

Armament: Two 12.7mm (0.5") Breda-SAFAT Machine guns in nose with 370 rpg and two 7.7mm Breda-SAFAT machine guns with 500 rpg or two 20mm Mauser MG151/20 cannons in wings with 250 rpg.

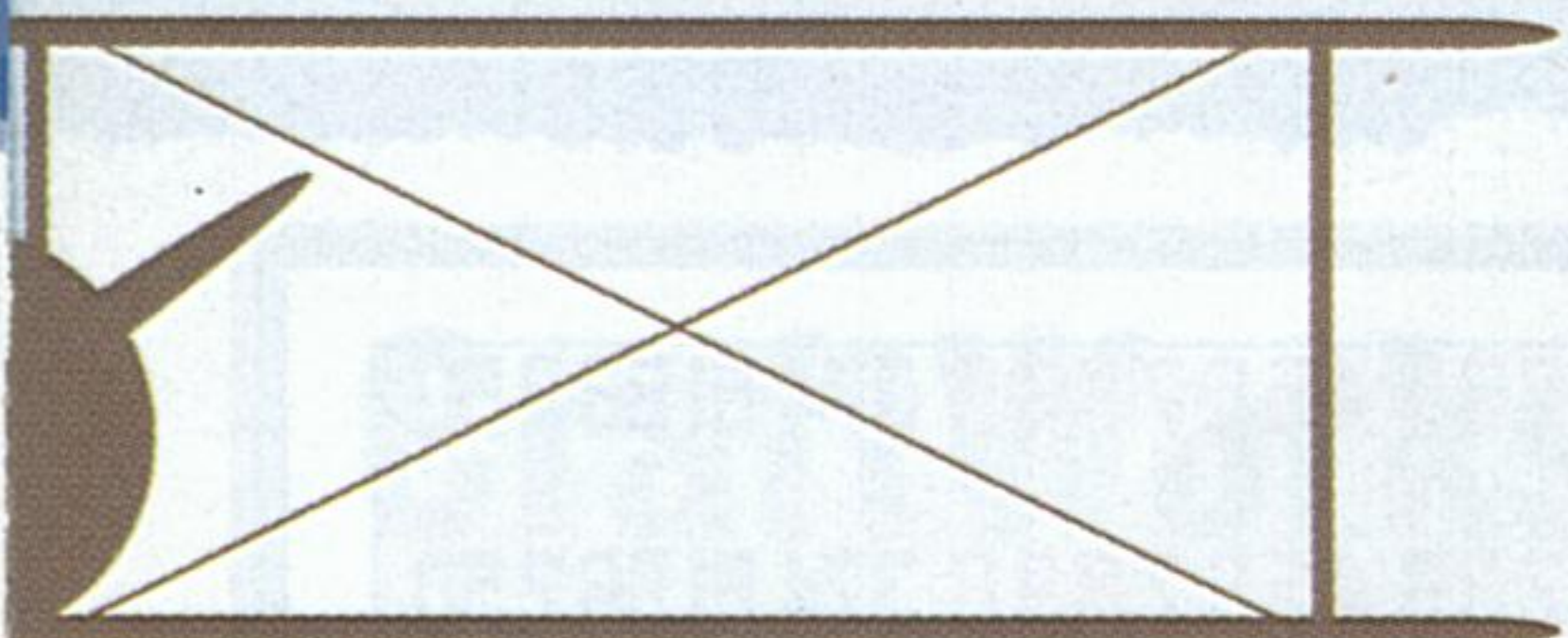
Performance: Maximum airspeed 403 m.p.h. (646 km/h) at 22,969 ft. (7000m) Climb to 18,088 ft. (5500m) time 8 minutes 03 seconds. Service ceiling 37,734 ft. (11,500m)

Range: 1,376 miles (655km).

Macchi C.205 'Veltro'
3^a Squadriglia, 1^o Gruppo
Aeronautica Nazionale Repubblicana - Northern Italy 1944

A look at the comprehensive and well illustrated instruction booklet

The four-view colour guide



World War One Wings – No.3

Hansa Brandenburg W.29

by Rod Holland

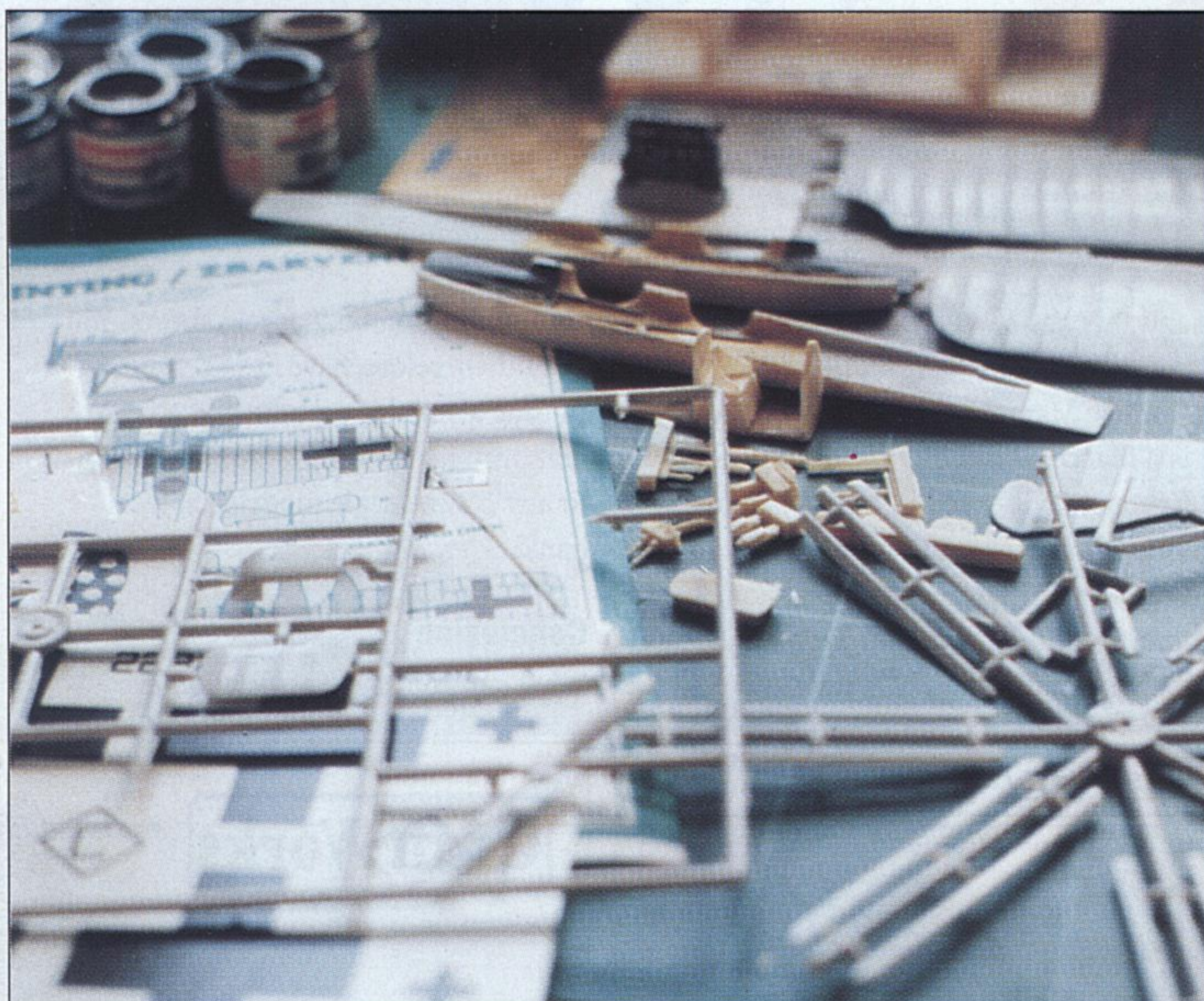
1/48th
SCALE

The year was 1918 and the marginal air superiority of the RNAS over the cold grey waters of the North Sea was about to be threatened by the advent of a new aircraft from the drawing boards of Heinkel and Klemm with the introduction of the Hansa Brandenburg W.29.

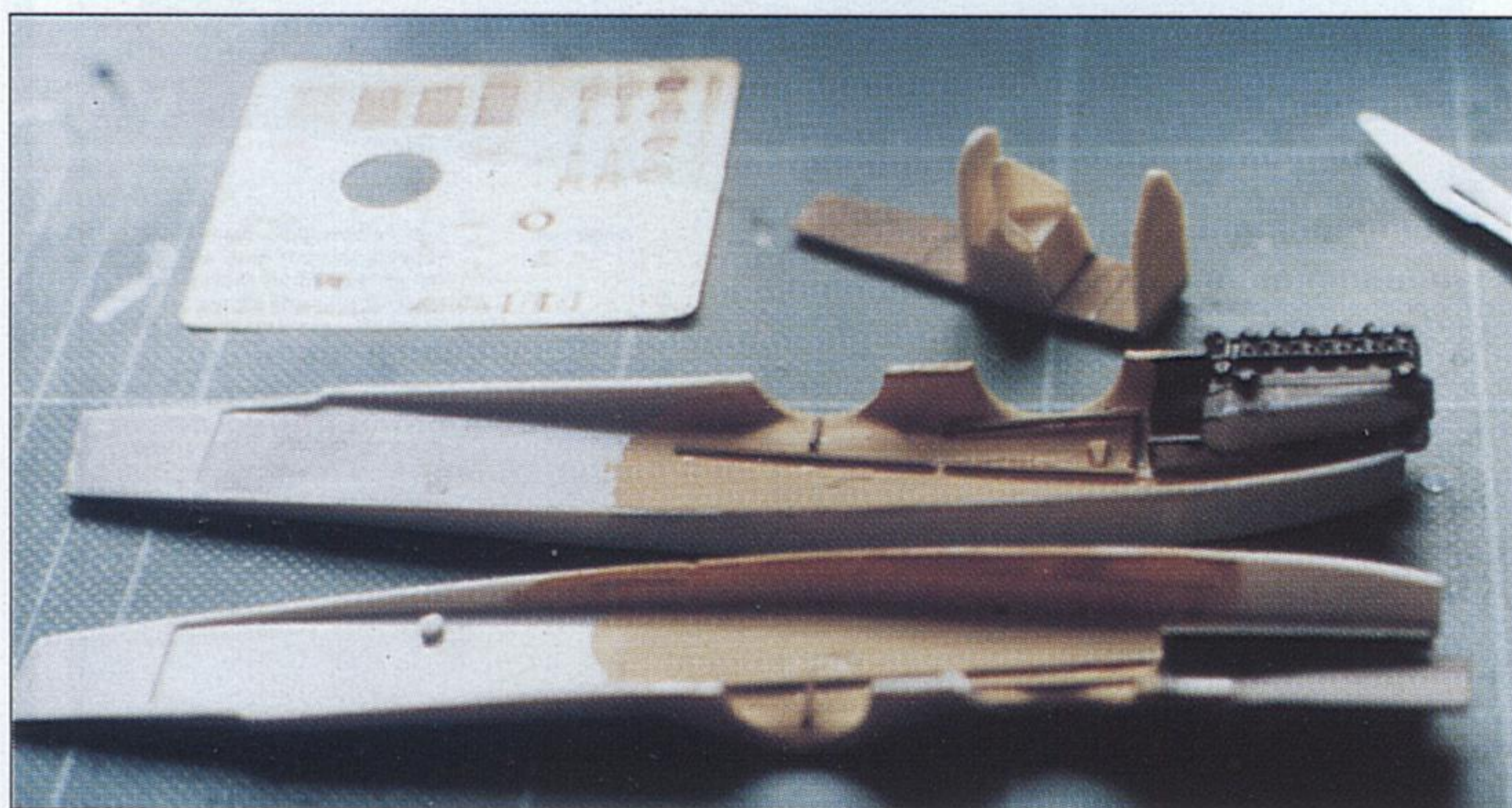


The pilots of both sides were calling for more speed, manoeuvrability and increased armament and for the Germans, this monoplane seaplane was to give precisely that, enabling them to counter the heavily armed and fast Felixstowe and Curtiss flying boats which were difficult to intercept and shoot down. These had roamed the waters with impunity. The first recorded combat resulted in three Felixstowe F.2A flying boats being forced down by four W.29's commanded by Oberleutnant zur See Friedrich Christiansen whose aircraft is one of the options offered in this kit.

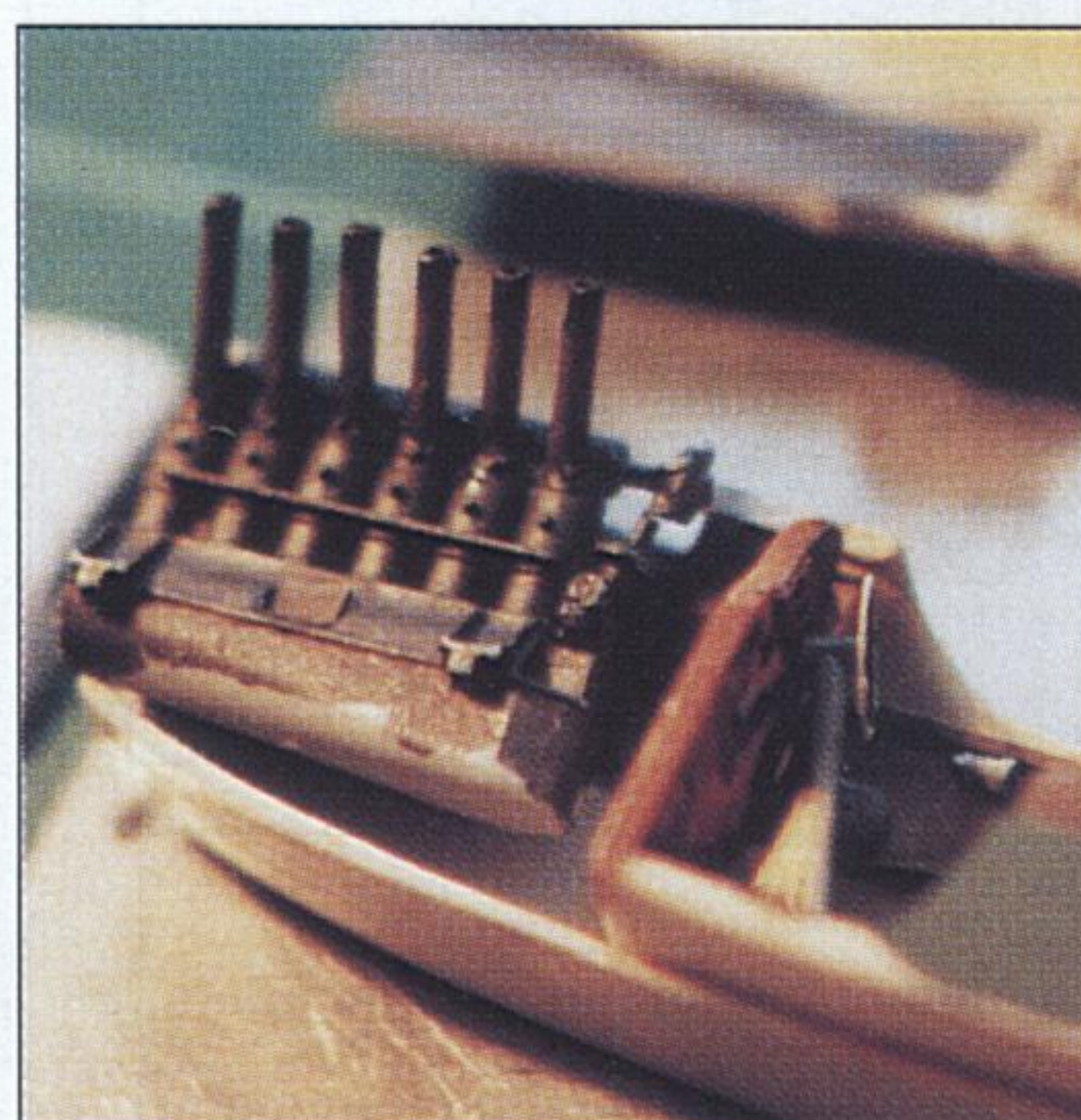
Major air battles were fought over an area known as the 'Spider's Web' bordered in the North by Felixstowe and Zeebrugge in the South, with large flights of aircraft, (fifteen plus) fighting it out and being reminiscent of the confrontations taking place further inland. There is no doubt that the flight characteristics of this formidable



What you get for your money. I had already started before I remembered to take this photo!



The fuselage interior under way and the engine before modification. Note the resin seat and floor

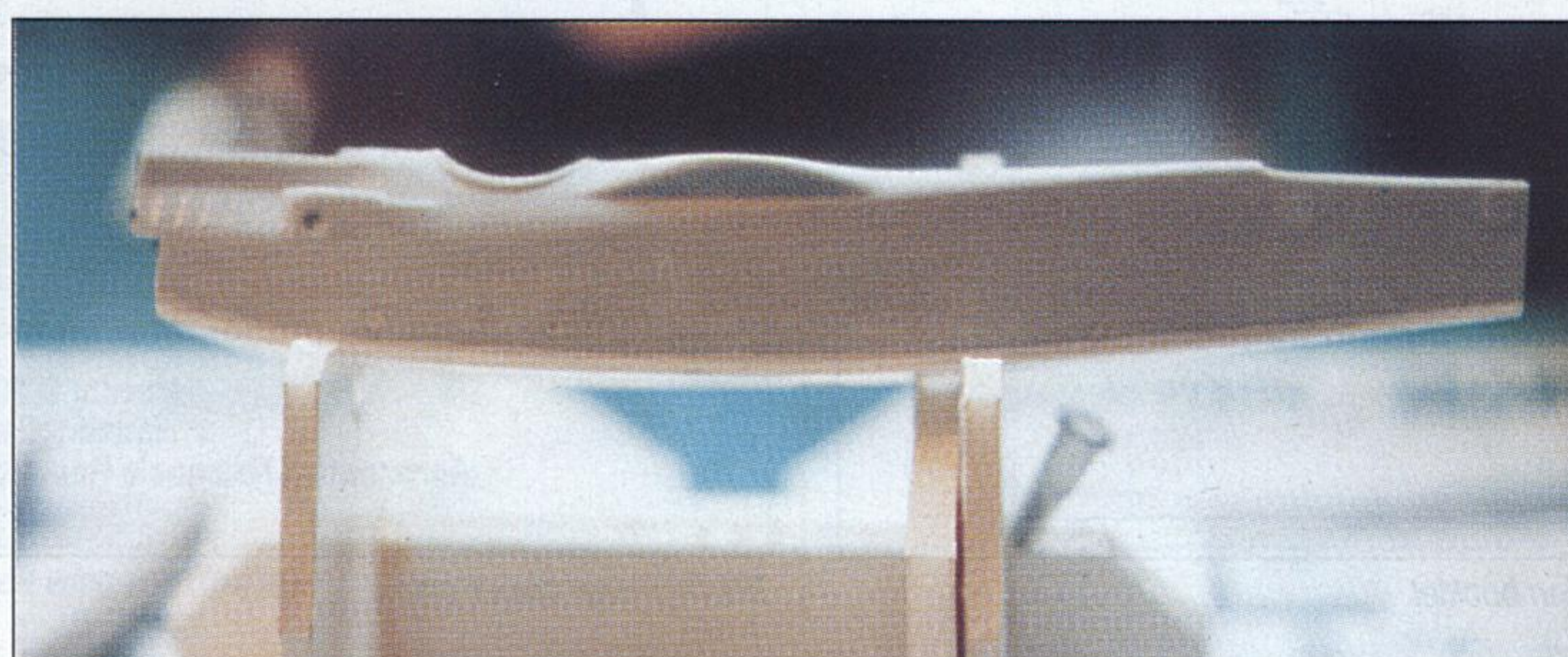


The modified engine in place, although this was only fitted later once all the modifications had been made to the fuselage

monoplane made such an impression on the authorities that over 300 aircraft were ordered and it went on to serve in the air services of Denmark, Finland, Latvia, Norway and Japan.

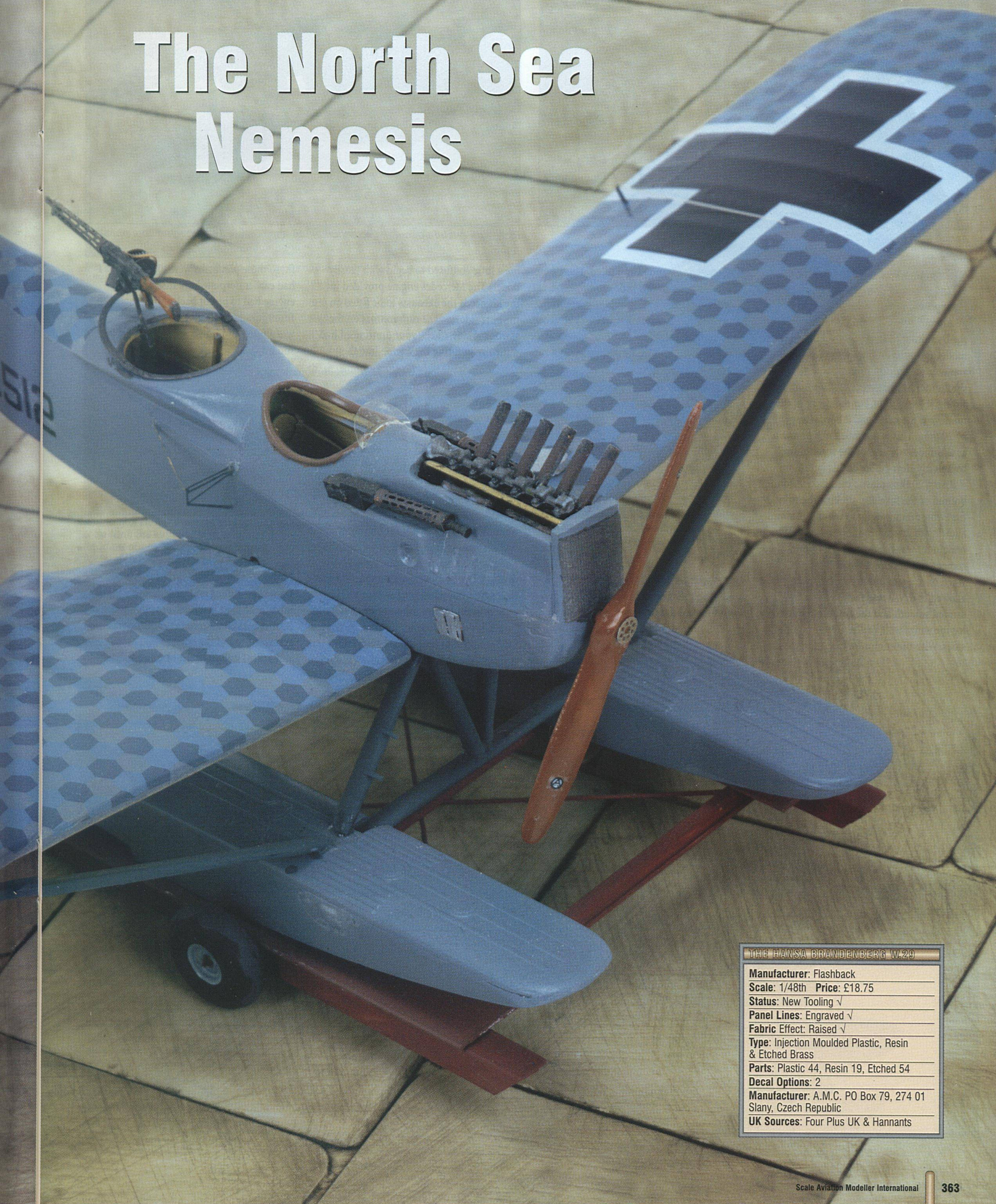
The Kit

When it was announced that Flashback were releasing a 1/48th scale model of this aircraft I was overjoyed as I've waited for years for a good model of this seaplane and although there have been a couple of



The fuselage after all the filler was sanded smooth, and prior to the new wing mounting holes being drilled

The North Sea Nemesis



THE HANSA BRANDENBERG W.29

Manufacturer: Flashback

Scale: 1/48th **Price:** £18.75

Status: New Tooling ✓

Panel Lines: Engraved ✓

Fabric Effect: Raised ✓

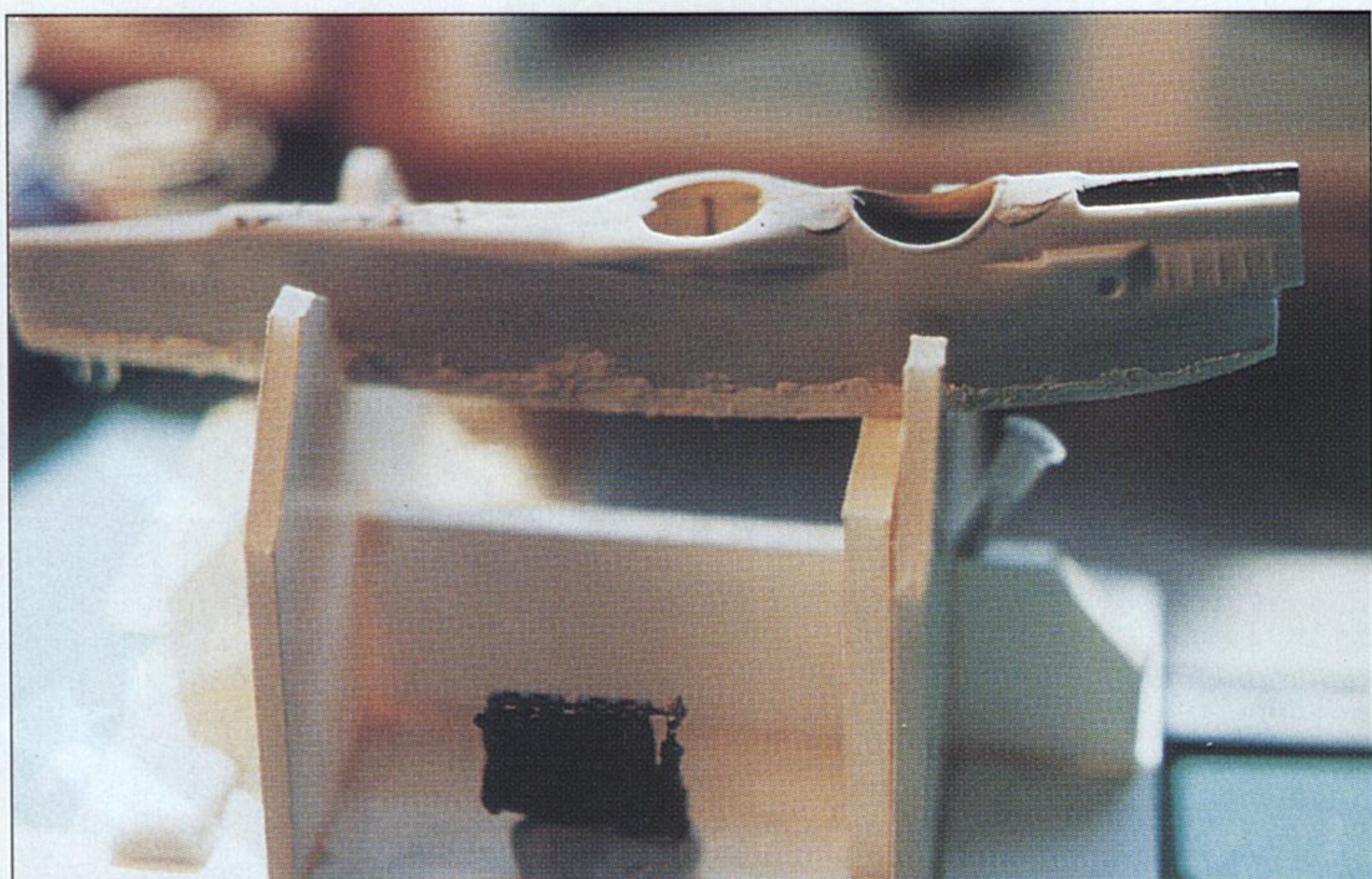
Type: Injection Moulded Plastic, Resin & Etched Brass

Parts: Plastic 44, Resin 19, Etched 54

Decal Options: 2

Manufacturer: A.M.C. PO Box 79, 274 01 Slany, Czech Republic

UK Sources: Four Plus UK & Hannants



A little bit of filler!

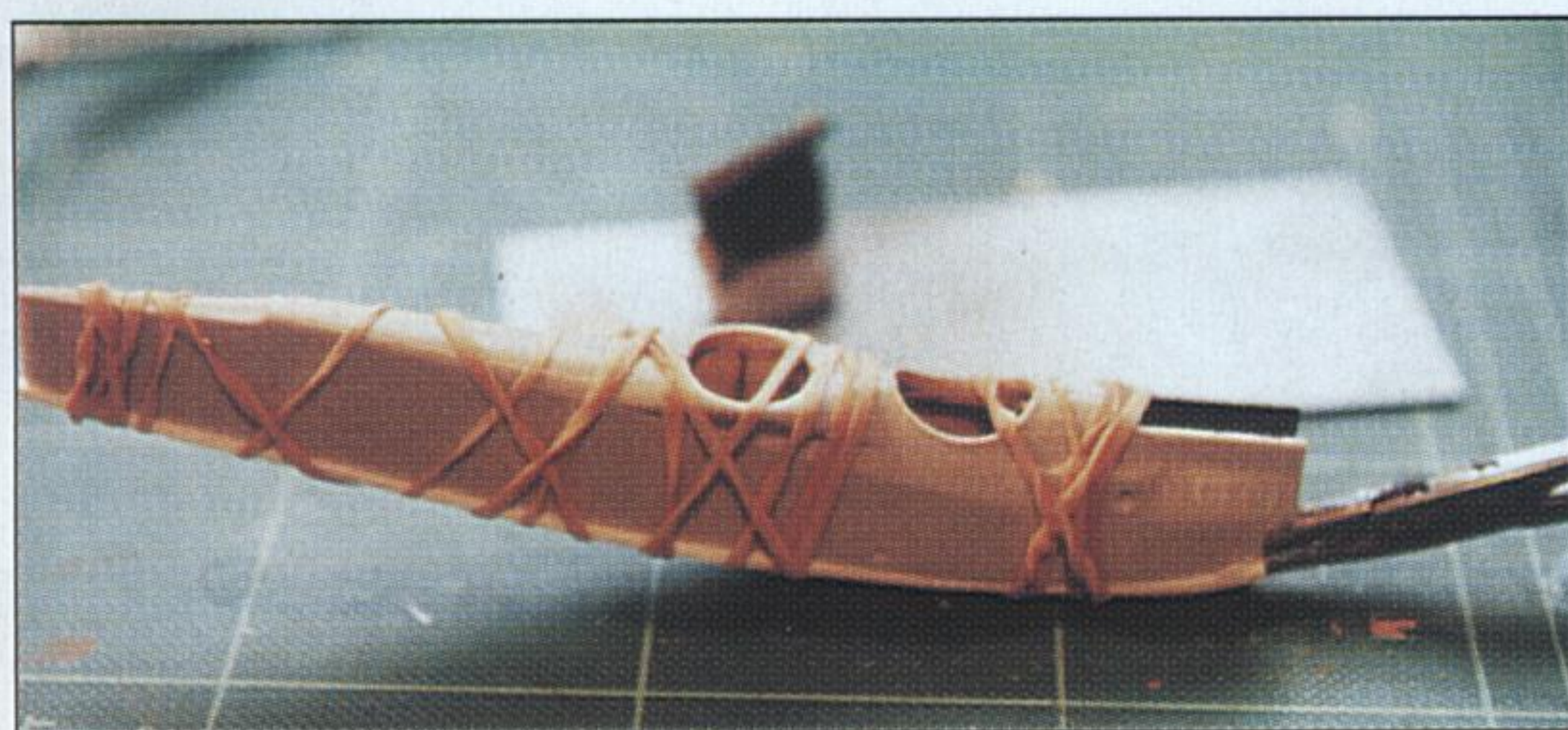
attempts they have not been successful. 1/72nd scale has been better served, so this kit appeared to be the one!

Although I got a glimpse of this kit at the Duxford air show it was not until this model appeared on my workbench that I was able to compare it with drawings and Oh Brother! it had problems. Don't get me wrong, it looks right, but the depth of the fuselage is incorrect and it needs deepening by 20 thou. This is not much of a problem as the under surfaces of the fuselage are completely clear (more of this later).

Using 20 thou plastic card I skinned the bottom of the fuselage, sticking the front first where it curves up to the radiator and allowing to dry. When thoroughly dry the remainder was fixed using polystyrene cement and curving in towards the tail, when once again it was put to one side and allowed to dry. It was then filled and sanded smooth and the new locating holes for the wings were drilled in the fuselage sides. With the engine installed the radiator

needed to be extended and filled. The rudder also required a little modification.

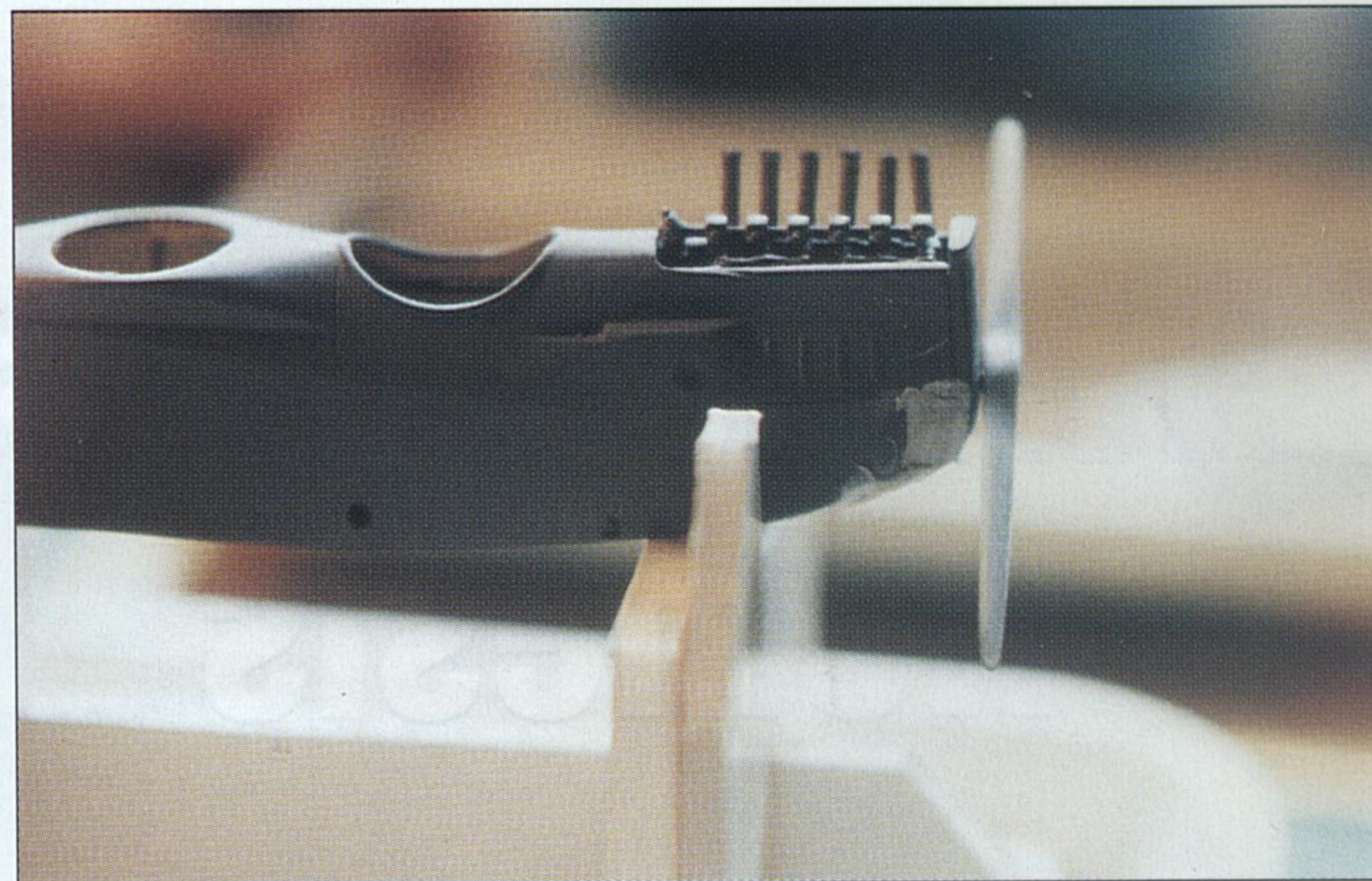
The wings are large mouldings, rather heavy with thickish trailing edges. I am not sure about the washout of the wings but it looks a little overdone. I used my Olfa 'P



Lots of rubber bands and clamps to hold the new fuselage bottom in place after it was skinned with 20thou plastic card

cutter' to emphasise the line of the ailerons and when the markings were applied things looked a little better.

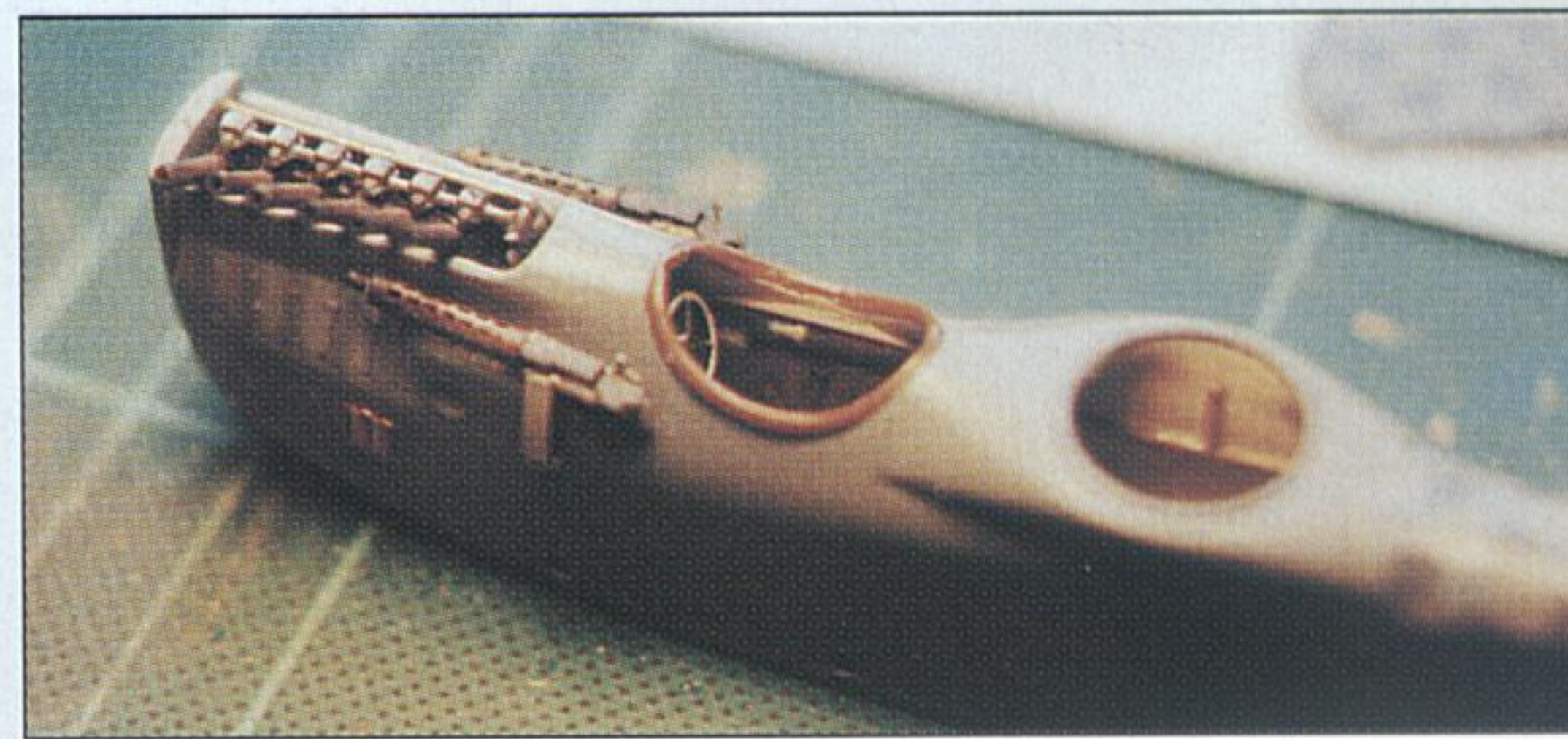
Referring back to the engines this had



Engine finally installed and nose filled, accommodating the deeper fuselage (I must straighten those exhausts!)

me a little confused to begin with (easily done!) The Mercedes engine provided in the kit needs the exhausts to be fitted on the port side and the carburettors on the starboard side. Check your drawings. I had difficulty in fitting the engine into the

fit, so these platforms were discarded. As I had earlier deepened the fuselage, the engine had to be cut back at the front. The fuselage sides were glued together and when filled and tidied up, the engine was slid into position and fixed using superglue.

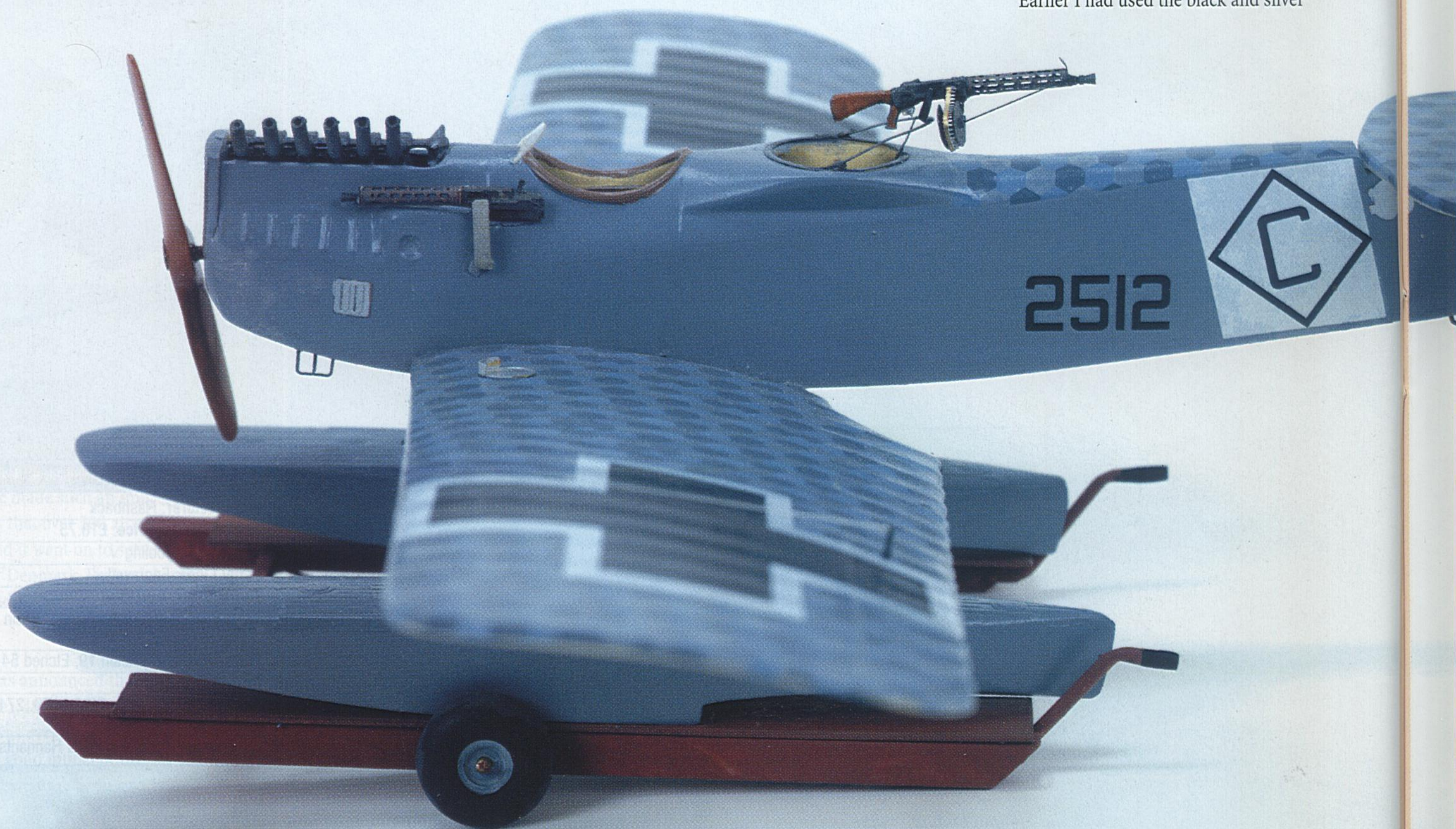


The beautiful Spandau machine guns being fitted

cowling. Two platforms are provided to seat the engine, but when the fuselage sides were brought together the engine would not

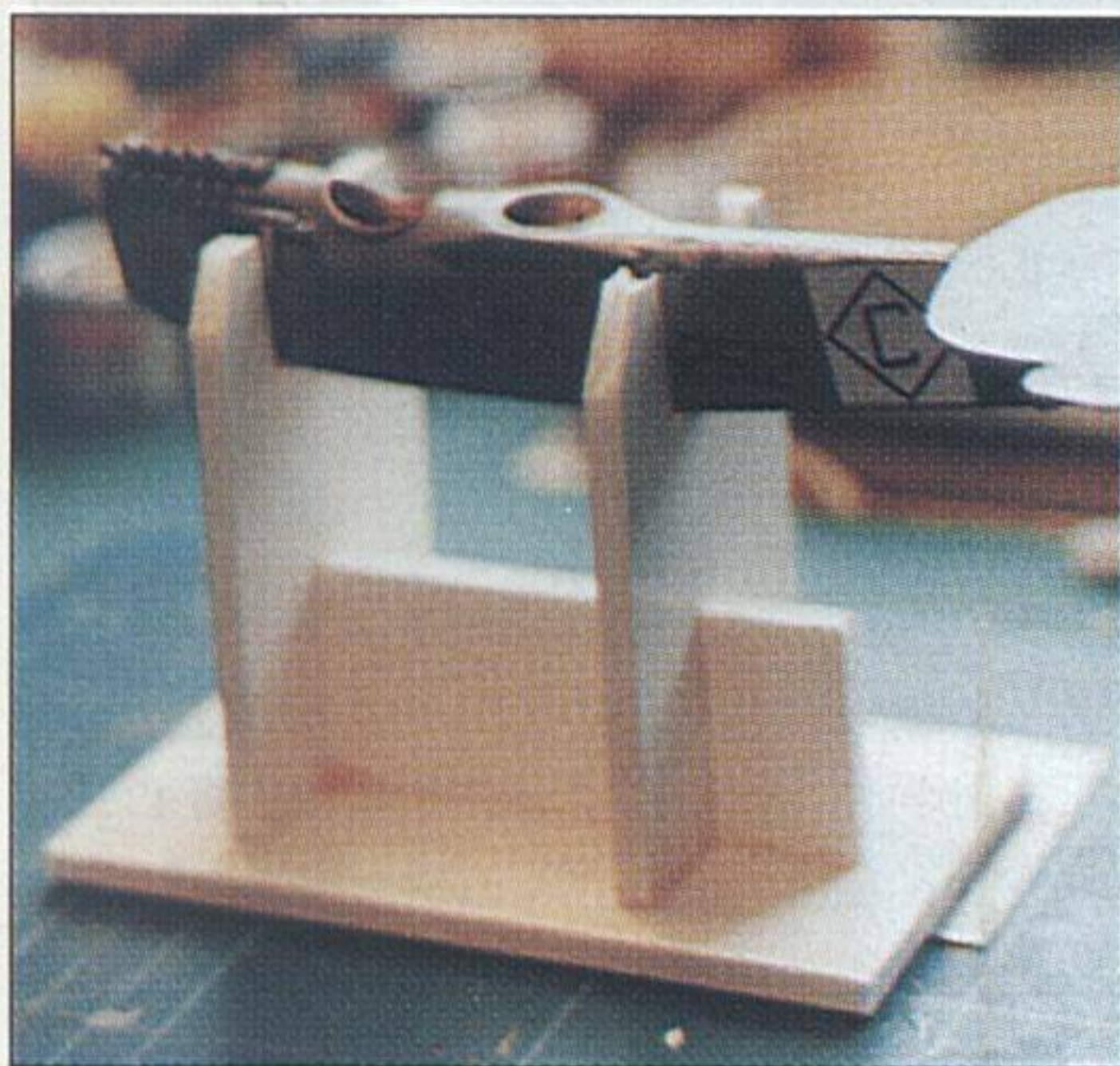
I had fitted the motor with exhausts cut from brass tubing and gave them a coat of a mixture of matt black, silver with a touch of Rust. A brass line from the radiator was laid across the top of the engine.

Earlier I had used the black and silver





The fuselage in the specially built jig to assist me during the attachment of the wings and floats (my 'other' pair of hands!)



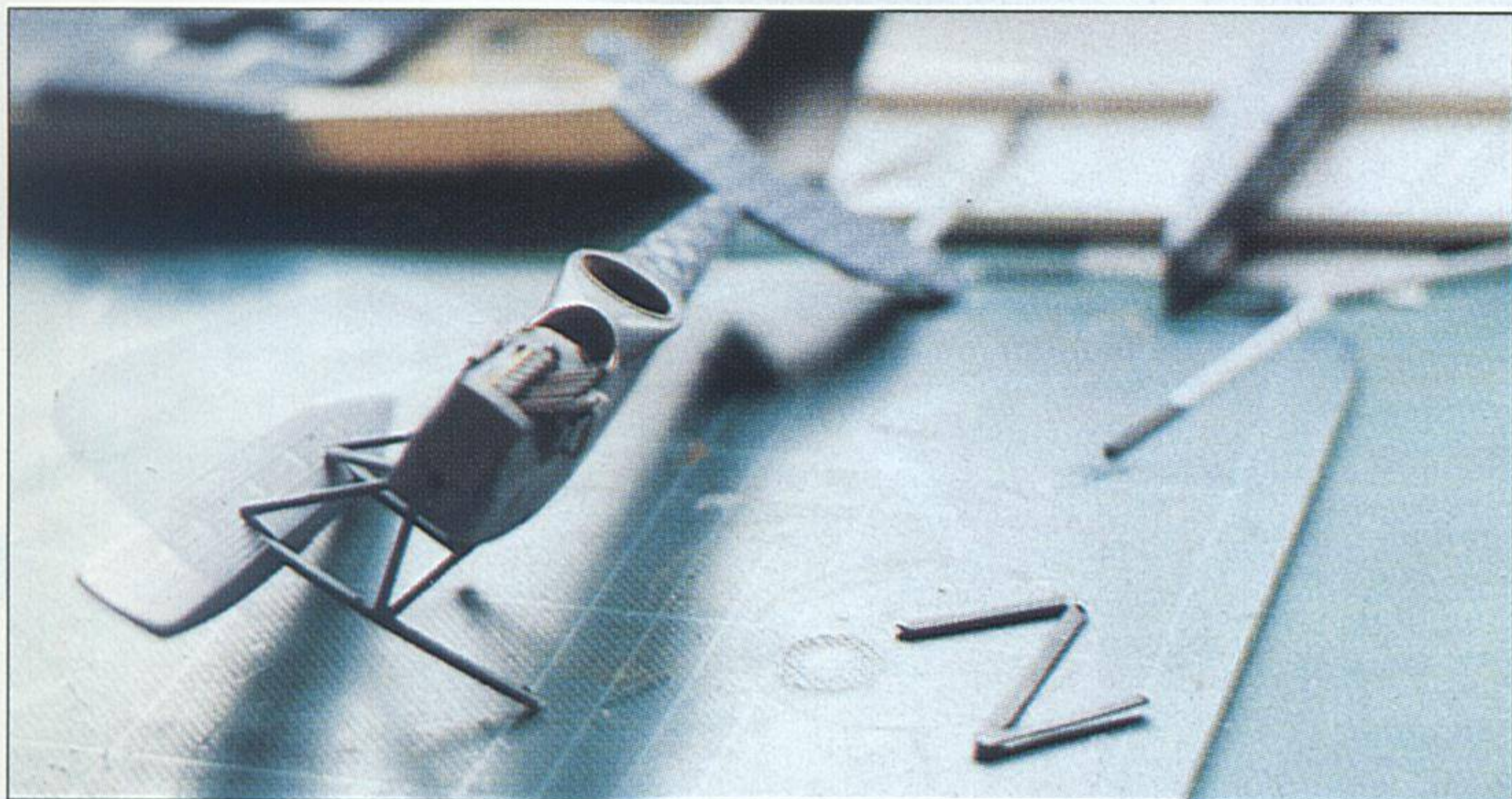
The year was 1918 and the marginal air superiority of the RNAS over the cold grey waters of the North Sea was about to be threatened by the advent of a new aircraft from the drawing boards of Heinkel and Klemm with the introduction of the Hansa Brandenburg W.29.10. the rudder temporarily fitted, and decal application under way

mix on the sleeves of the Spandau and Parabellum gun barrels. These were now nice and dry and were removed from the

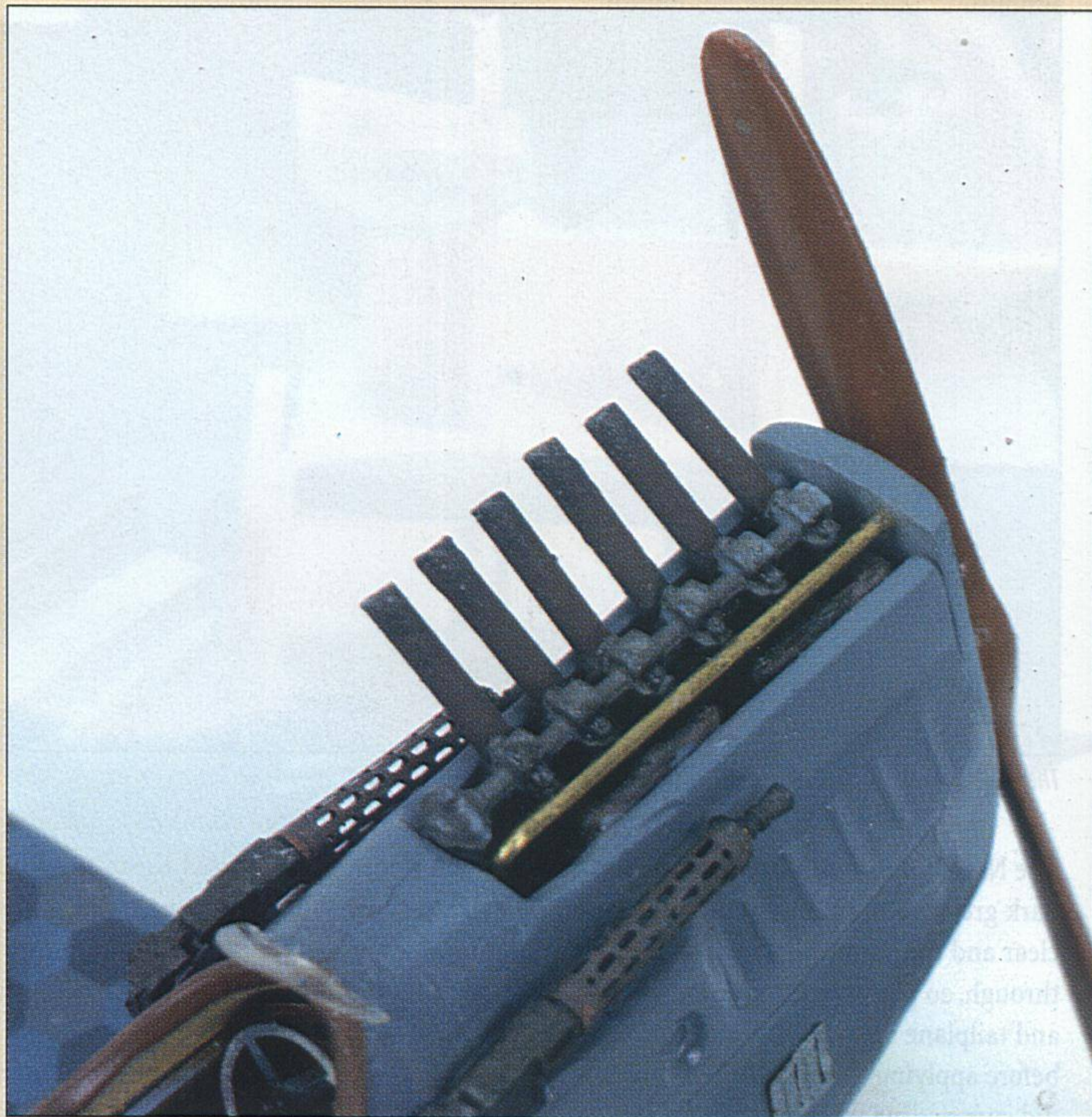
brass fret. I used a pattern from a Dragon Fokker D.VII kit to roll the gun barrels and it's a godsend, perfect gun barrels every time. If you can lay your hands on one of these patterns hang on to it! On the Parabellum the magazine and ammunition belt were now fitted and the stock of the gun and the handgrip were given a touch of Wood Brown paint. A nice touch is the provision of resin gun muzzles for both types of gun, these are terrific! At last you can put the drills away. The gun ring was then painted and installed, the actual gun mounting was painted, folded and put to one side for later, as the model requires a lot of handling and this part is particularly fragile. The Spandau guns were made and fitted with no problems; if you are a little hesitant about using the brass guns they do supply resin alternatives which, when painted up, look pretty good. However, if you want to use white metal then our friends at Aeroclub can supply a very nice Parabellum with magazine and gun ring. After painting them in the appropriate colours I now fitted some of the smaller brass bits, handholds, inspections hole covers, etc.

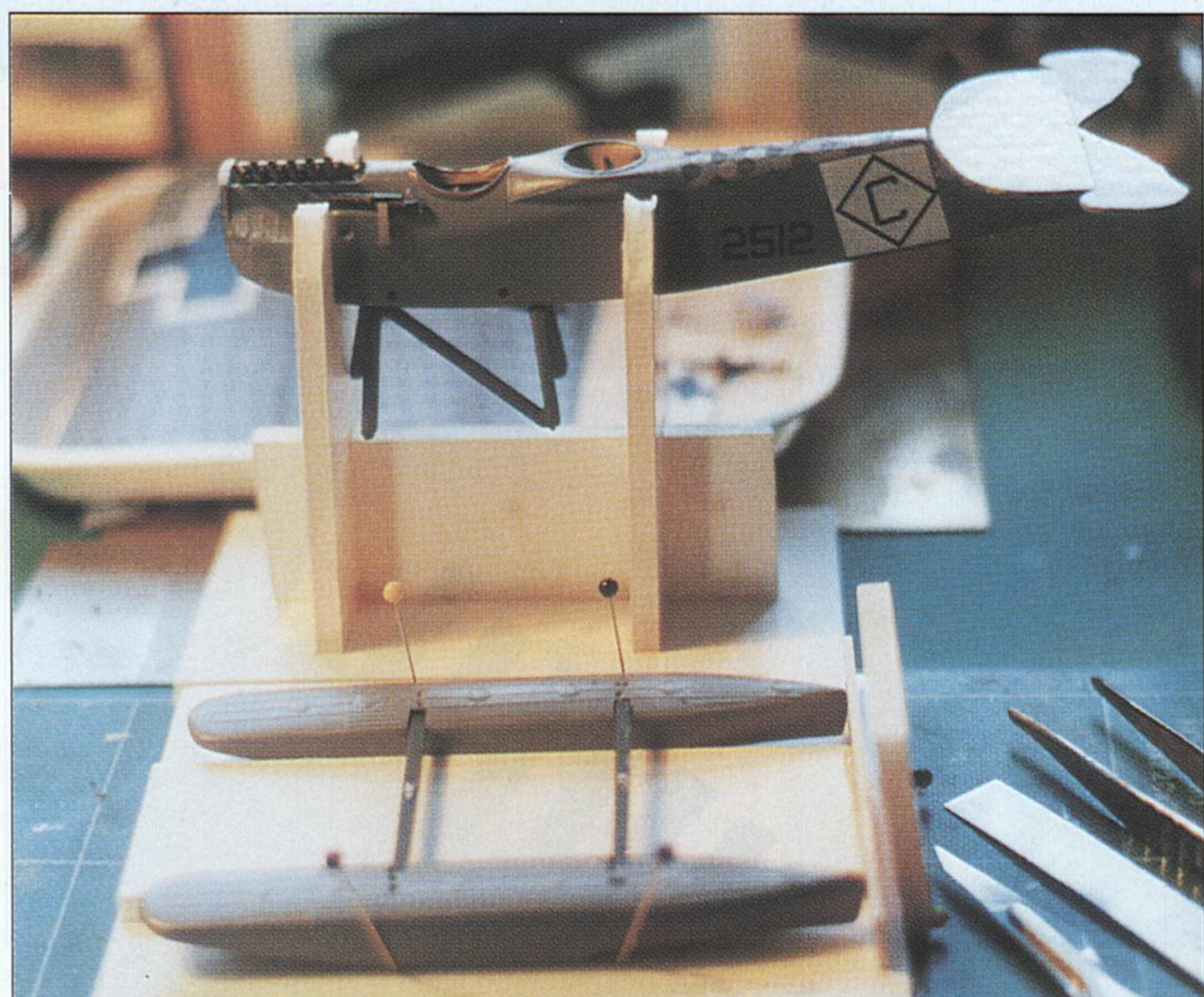
Decals

Models of WWI aircraft are fairly fragile in comparison with the more modern types and they do require careful handling, so to reduce this I apply the decals as I go along. A couple of words of caution about applying the decals to the mainplanes and tailplane! Firstly, the decals themselves.



Disaster strikes! Luckily this is not as bad as it looks





The rebuild under way

The Naval lozenge has only two colours, the dark grey and the blue, the third lozenge is clear and the painted colour shows through, so please make sure the wings and tailplane are in their finished colour before applying the decal. One thing that did surprise me was that they do not

them a coat of (Johnsons) Klear as they are also very large; take care and float them off the backing sheet. Once on the wing they positioned easily, but they will break if pulled, so easy does it!

I now applied the decals for the fuselage and rudder, and of the two sets provided I



The wings installed, with the underplane struts fitted and the mount for the rear machine in position

supply lozenge markings for the tops of the floats. These are shown on most of the photographs that I have seen of this aircraft. The other word is that these decals are very thin and therefore I had given

chosed those of Oberleutnant zur See Friedrich Christiansen, whose aircraft No.2512 had his personal marking of an initial C in a black diamond on a white field.

Floats

The next stage was to start to put the floats and their complicated struts together. To make this a little easier I made up yet another jig to hold the floats so that the struts could be fitted. (Thank goodness for card-faced foam!) It was at this stage that I found another small, but very irritating, problem. Remembering that I had skinned the underside of the fuselage I thought that

When putting them together there are two basic assemblies to the float and wing struts, those to the fuselage and those to the wings. Start with the fuselage struts, the 'V' struts to the inner holes of the fuselage fore and aft, then the 'N' shaped struts from the floats to the outer holes. Make sure that you give these assemblies plenty of time to set and cure. Regarding the 'N' struts, on the actual aircraft there are two steps on the leading struts to allow crew access to the wing root when boarding. Surprisingly these are not in the kit and have to be scratchbuilt either with plastic rod or some spare brass.



Finally, the fuselage and floats are joined

I had covered up the locating holes for the 'V' struts between the floats, but I could not remember any. Luckily I was able to check with another unmade kit and I found that no holes were indicated so I referred to Datafile No.55 on the W.29 by P. M. Grosz published by Albatross Productions which has excellent drawings in both 1/72nd and 1/48th scales. So mark and drill locating holes for the 'V' struts and the 'N' shaped struts; all other location points are indicated.

I think that a lot of modellers will agree with me that a degree of cack-handedness goes with the hobby, so at this point disaster struck and I was reminded of the care that is required when handling the model. I did not account for the weight of the floats when fitting it and the whole thing crashed onto the bench. Amazingly among the disintegrated model only one strut was broken so it was basically a re-assembly job (Phew!)

Wings

Now to those heavy wings. The port wing was offered up and fixed to the fuselage; this was supported with pieces of card to obtain the correct dihedral, and the underwing struts, that I had prepared earlier, were installed. Like all good models





this was not as easy as it sounds. There are three struts to each wing, each slightly longer than the other. When I removed them from the sprue I cleaned them up and painted the ends of the struts where they joined the wing, marking the part number on each strut, the longest No.7 going to the rear of the mainplane. The whole process was repeated for the starboard wing. When they were all dry I completed painting the remainder of the struts and I used an old number Humbrol 27 (Blue Grey Matt).

Final Details

The final touches were now applied. The gun mounting and the Parabellum were fitted as were two metal brackets; one port and one starboard. Please do not ask me what they are as I haven't a clue, something to do with photo-recce perhaps? The rudder was re-fitted and its cables and the aileron cables were installed using pieces of stretched sprue. The last thing was to make a windscreen for the pilot's cockpit using a small piece of clear plastic. My completed model was displayed on a scratchbuilt launching dolly that I had made for another seaplane model.

Conclusion

Alright, so I encountered a number of problems with this kit, but I cannot deny that I thoroughly enjoyed building it and I am very satisfied with the completed model. Flashback are to be congratulated with its introduction; it has been waited for, for a long time. Good value at £19.95, even considering the inaccuracies mentioned earlier, I can't wait for what's next from this firm.

My thanks to Flashback for the review sample.

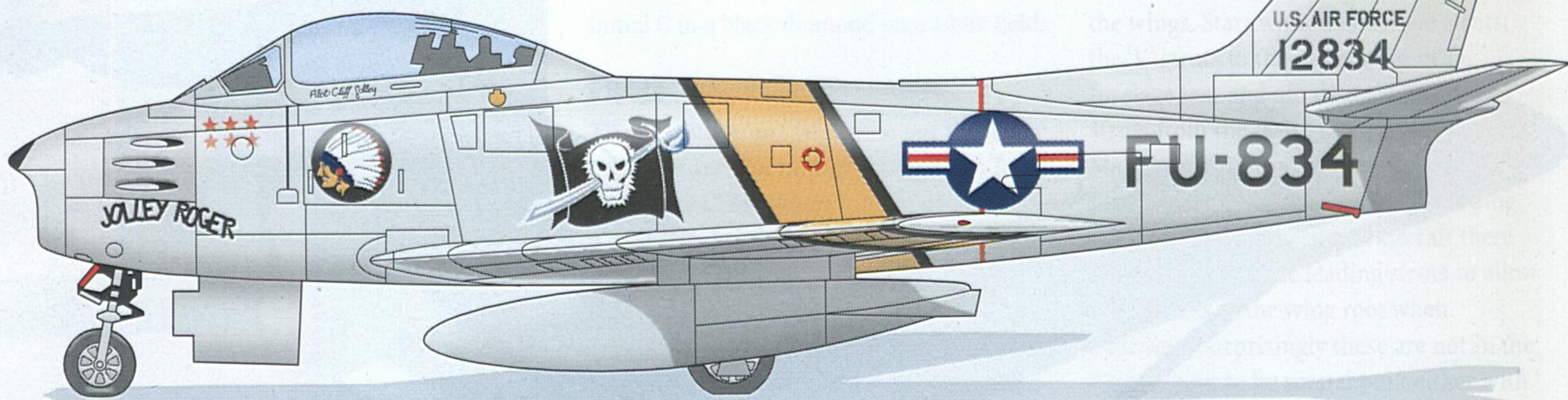
Rod Holland

World War One Wings – No.3

Hansa Brandenburg W.29 The North Sea Nemesis



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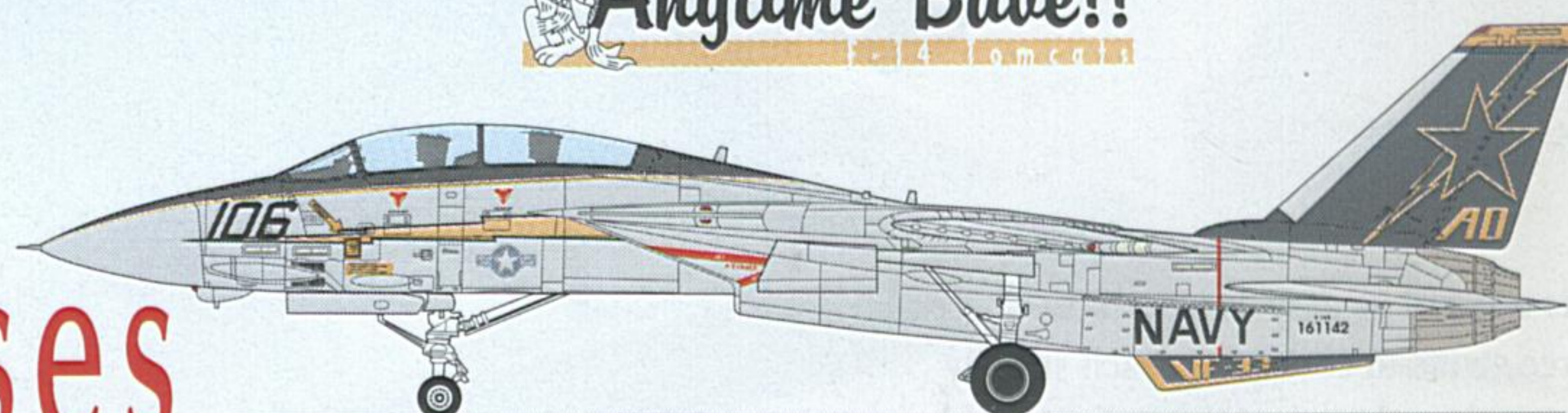


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- 2: F-14A BuNo. 161165, of VF-211 Checkmates at Offutt A.F.B; May 1984

48-435 Anytime Babe!! F-14 Tomcats Pt.II

- 1: F-14B 'CAT' BuNo. 161608.
- 2: F-14A BuNo. 159633, '112' OF VF-211 'Checkmates', USS Nimitz, 1982.

48-438 Anytime Babe!! F-14 Tomcats Pt.III

- 1: F-14A of VF-142 "Ghost Riders", 1975.
- 2: F-14A originally of VF-101 on loan to VF-33 "Tarsiers" to display markings, October, 1981.
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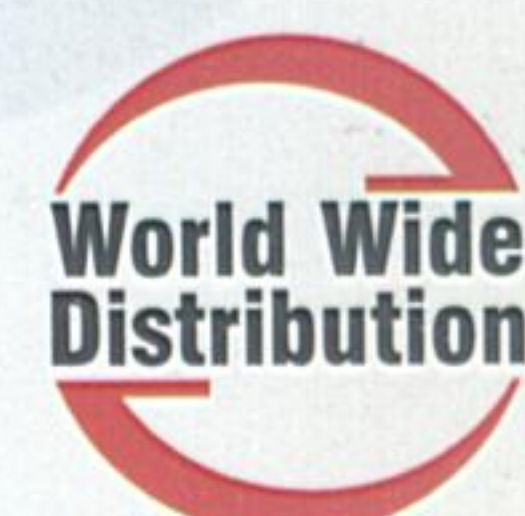
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Warbird Acrylic Colors

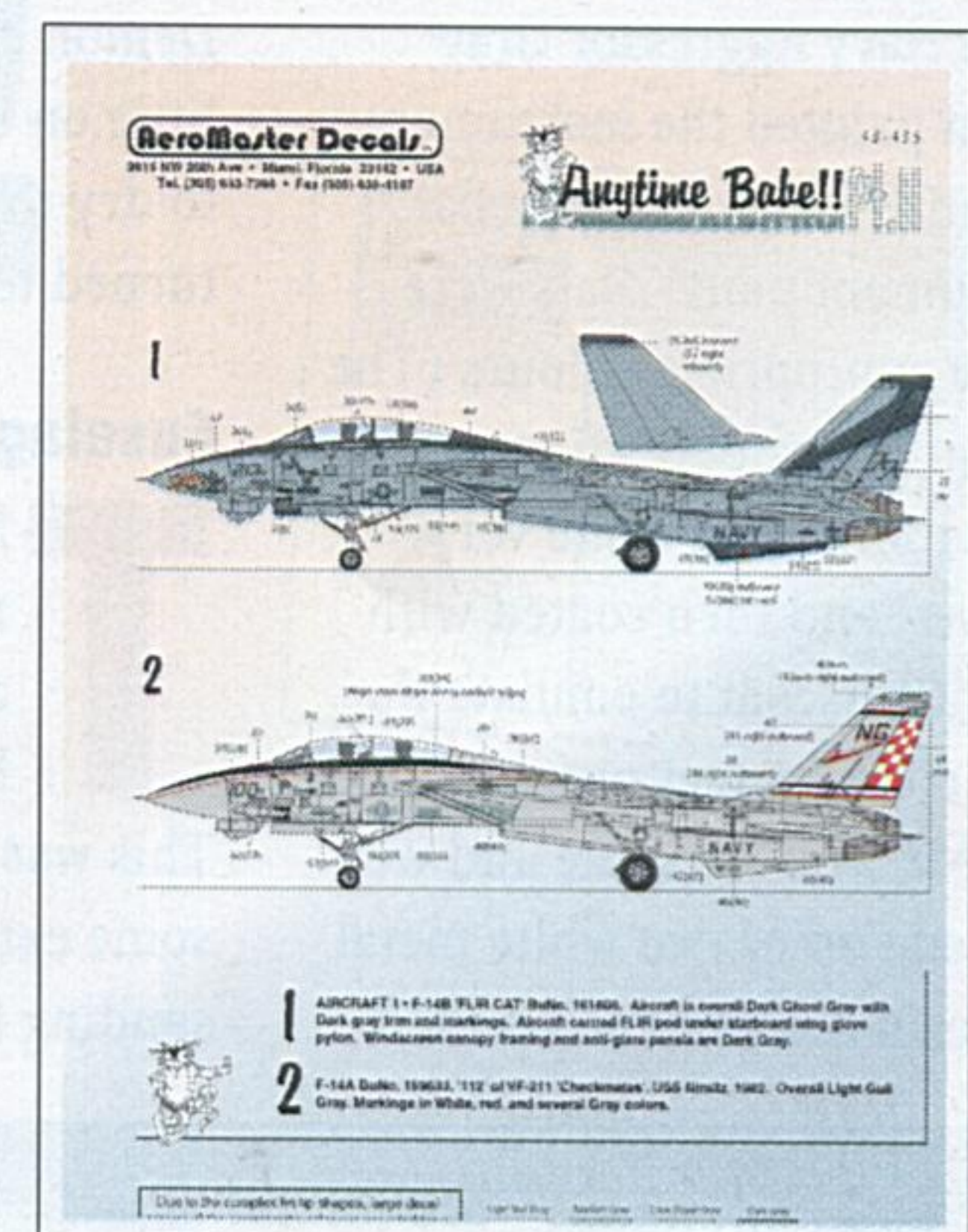
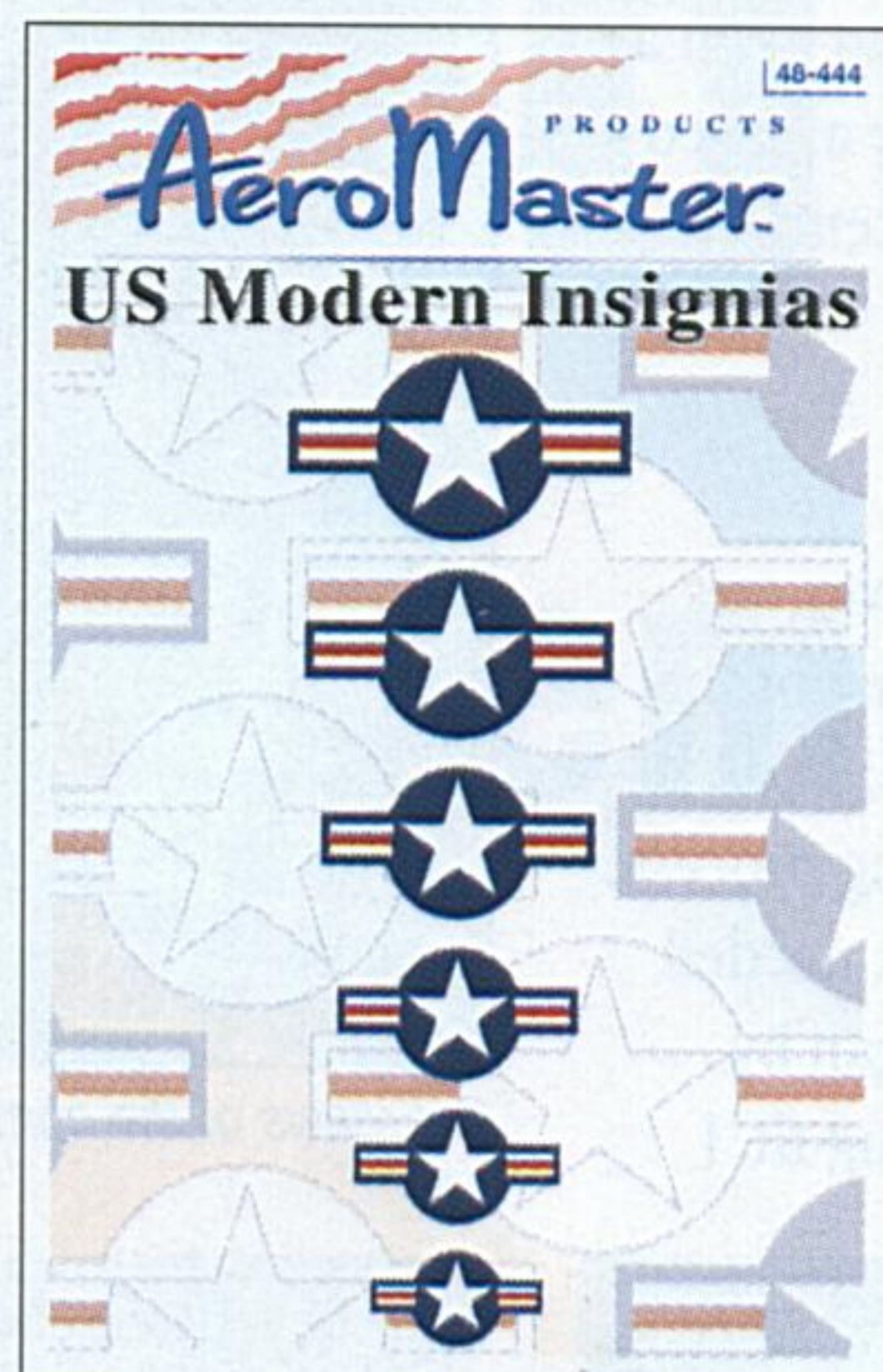
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Featured this month is a 1/48th scale Skyraider; built using selected colours from the Warbird Acrylic Colors range and AeroMaster decal set 48-365 (Air War Over Vietnam Pt.VIII, A-1H Skyraider Pt.II.) Built by W. William, NC.

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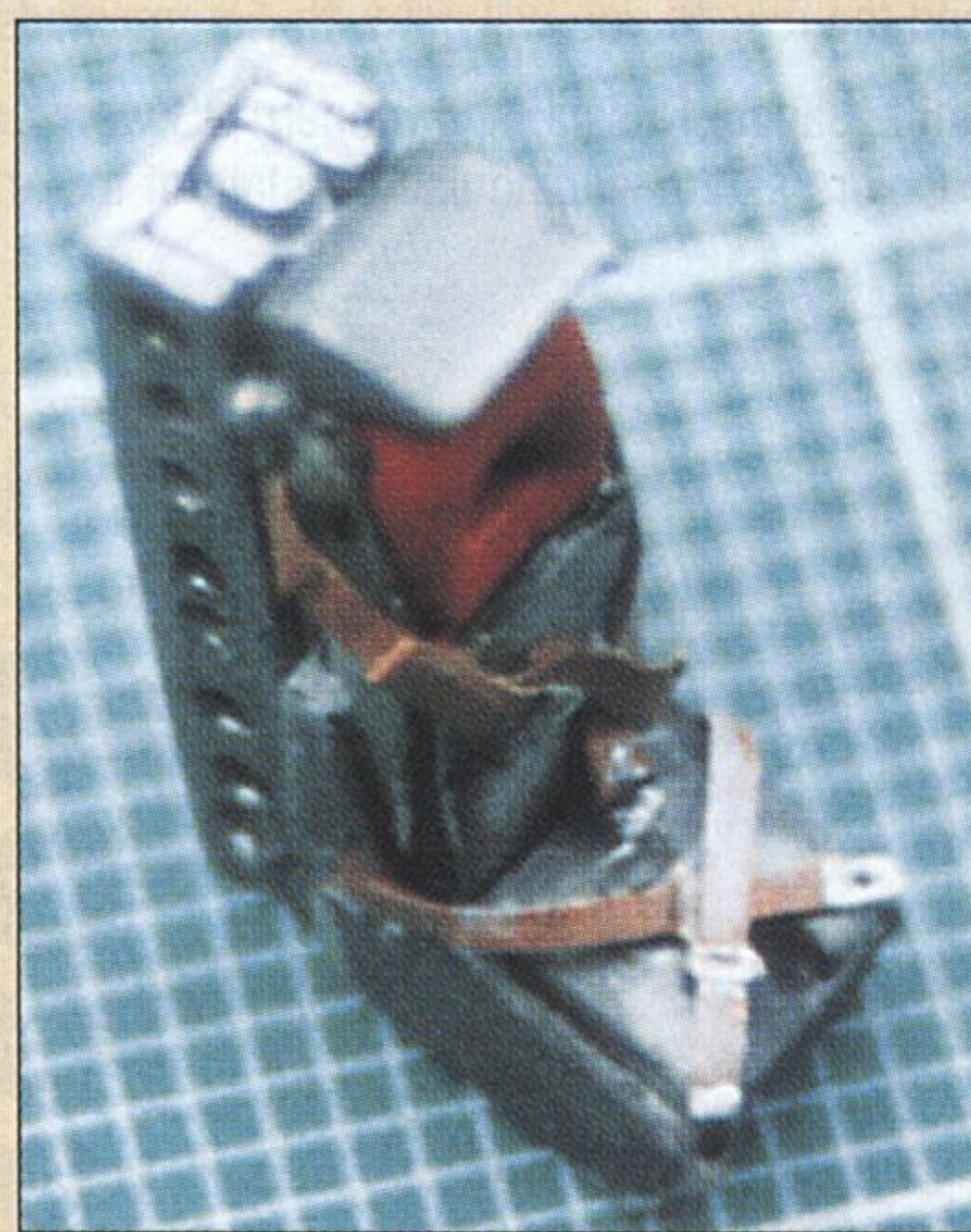
Construction

As with most resin kits, construction begins with a thorough cleaning of all the components. First I gave them a bath in warm soapy water and then allowed them to air dry. I then began to trim away flash and cleaned up all the small parts with an X-acto knife. The cockpit tub and ejection seat were the first items for painting. I painted the interior tub with Testors Navy Aggressor Gray enamel and then painted the instrument panels with Grunze Sangyo acrylic flat black. The instrument panel dials were painted with the appropriate colours (The May 1998 edition of Scale Aviation Modeller International had some very good illustrations) and then coated with Testors Lacquer Glosscoat to emulate the glass dials. The ejection seat provided (Martin-Baker Mk 5) is accurate and well detailed. It is made up of two white metal parts and one resin component. I added

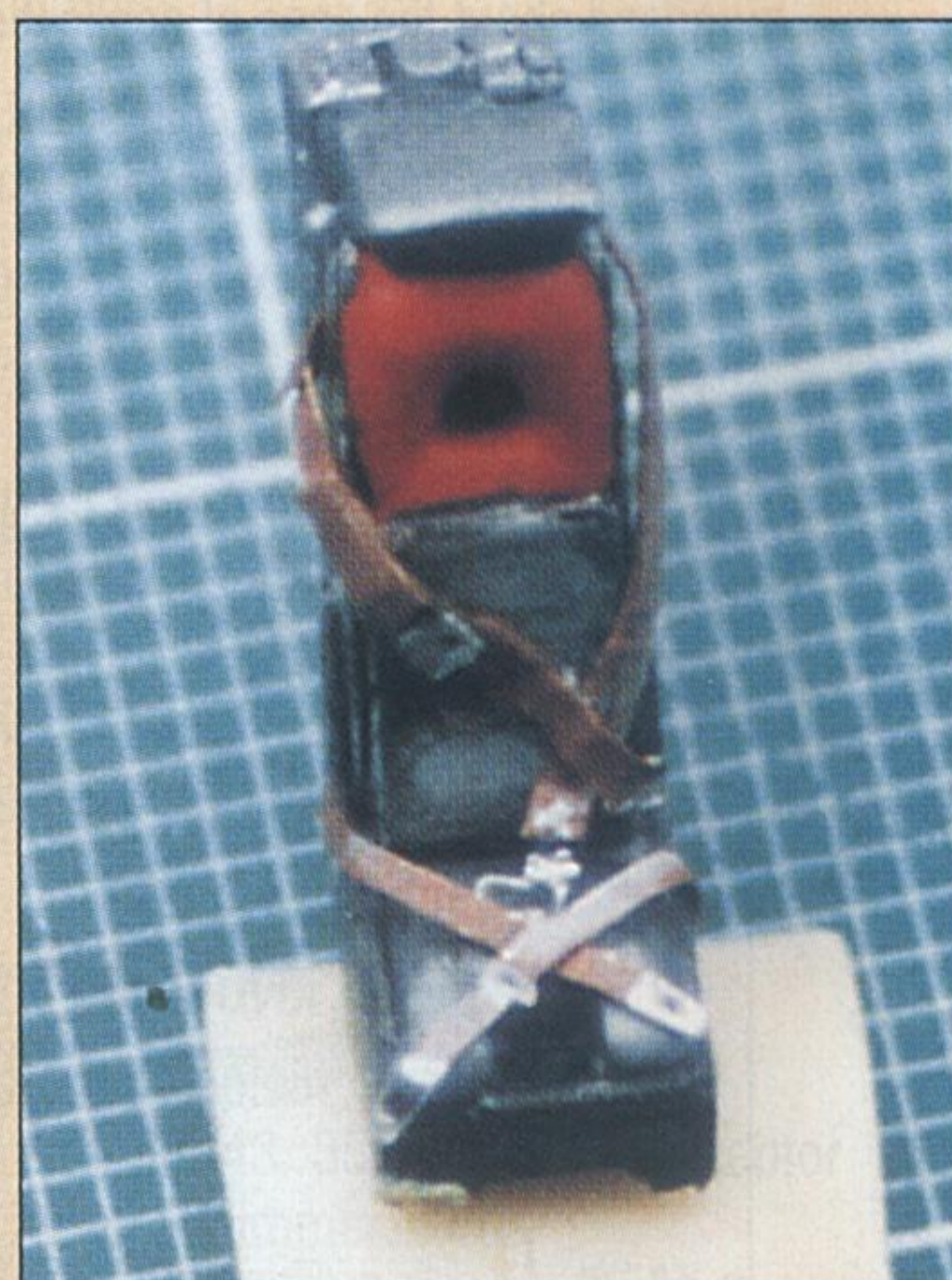
some belts and harnesses from the etched brass True Details ejection seat set. I painted the seat the appropriate colours for a US Naval aircraft of the period. There are only a few good shots of the Demon ejection seat, but I went to town a little on it. The tub and seat were allowed to dry overnight and then my attention turned to the fuselage halves.

Fuselage

The fit of the fuselage halves was reasonably good but some of the arresting hook bay detail had been lost in the moulding process. This was going to be an area that needed some extra detail and filler. I began by sanding the edges down for a snug fit. I



Two views of the completed ejection seat

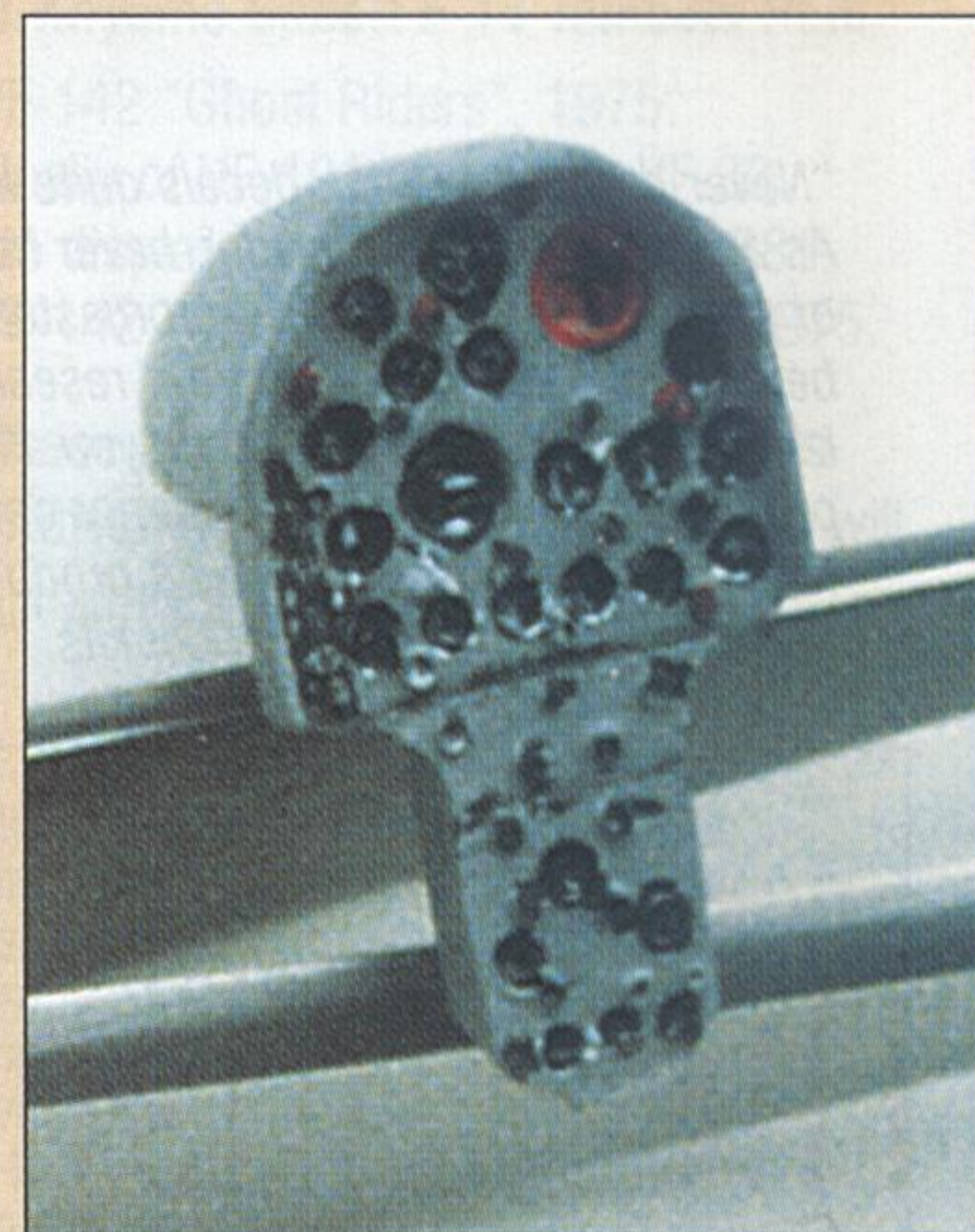


then dry-fitted the fuselage halves and superglued them in place with the cockpit tub. This went together with no incident, but the details in the hook bay had to be added along with the kit parts. I used sheet card to scratchbuild the rudimentary construction of the bay. I then added the 'V' shaped resin kit part and proceeded to sand down the area to a smooth finish. Once all was in order I began to fill the appropriate seams and imperfections. With such a detailed surface (especially the engraved panel lines, rivets etc.) there were some imperfections in the resin halves, but nothing that could not be remedied with either gap-filling superglue or Acryl-green spot putty (my filler of choice). Sanding was arduous but it paid dividends in the end.

Wings

As the photos will show the wings went on rather well, but there was a small gap (about 1.5mm) where they met with the fuselage. This is one of the critical junctures of this kit and extra time spent here will give good results. I repeatedly sanded and refilled the gap until it was satisfactory and then re-engraved some of the lost panel lines. A good tip at this stage, and for that matter on any kit, is to use masking tape when you fill an area. Mark off the area that you want filled and then spread the putty over it. When it is still wet, pull off the masking tape and

you should have neat lines of filler in the required area. This eliminates a good portion of the sanding and can be a real time-saver! (Better still, replace the masking tape with a waterproof version a little further out from the filler and proceed to do your sanding. This will reduce the loss of surface detail during this stage also - Ed). I then proceeded to prime the whole airframe with Sem Flexible Primer. Once dry (it takes an hour or two) I checked the surface for imperfections and dealt with them accordingly. When I was satisfied with the surface I gave it a slight polish with Novus plastic polish. I airbrushed the flaps, tail, wings, and underside with Testors Gloss White (scale tint). White is always difficult



The instrument panel after detailed painting



The kit components

Pirates' Delight 2

- The model!

McDonnell F3H Demon

by Prof. Steven J. Corvi

1/48th
SCALE



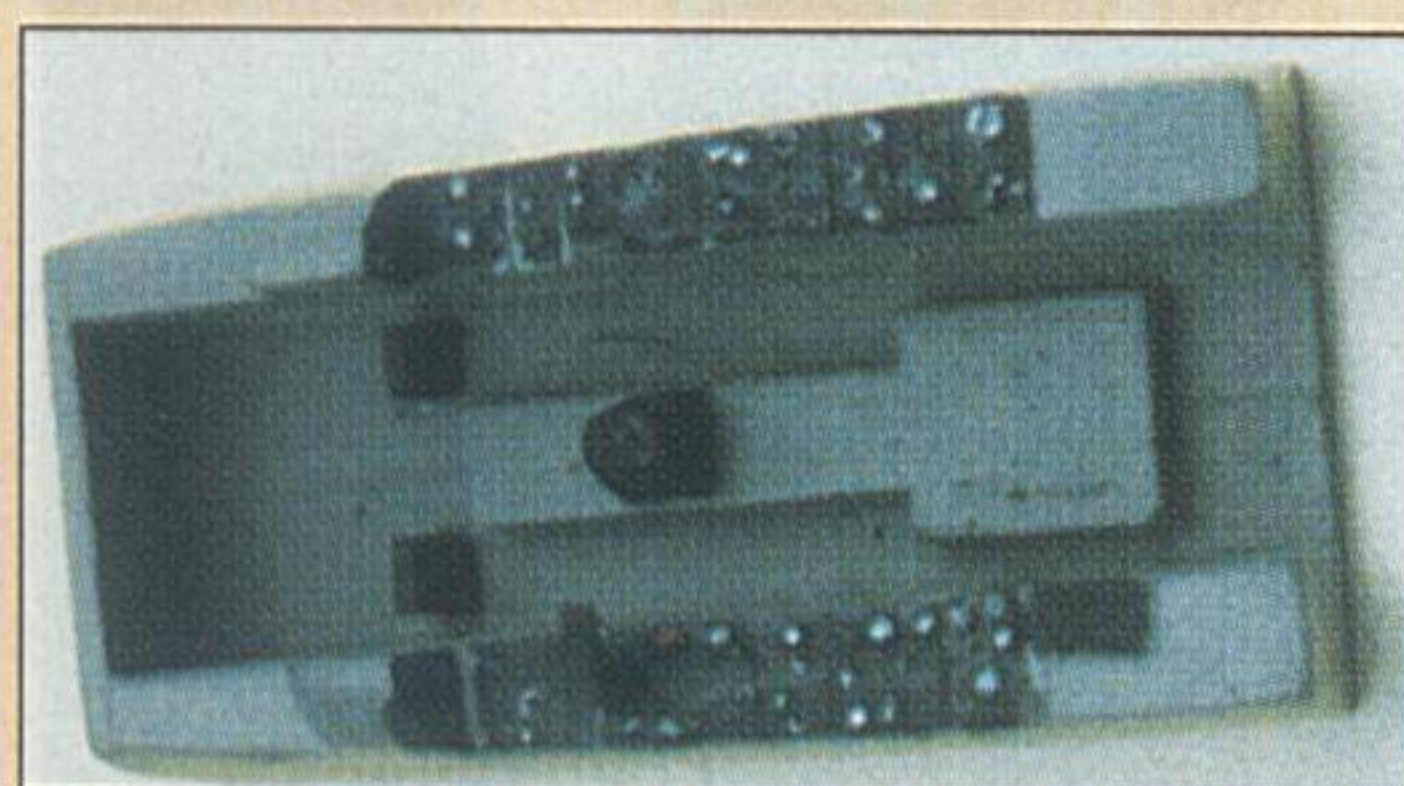
The box art

to get to cover an area well so I put on about three coats and let the airframe dry for 48 hours. Now the airframe was ready for painting.

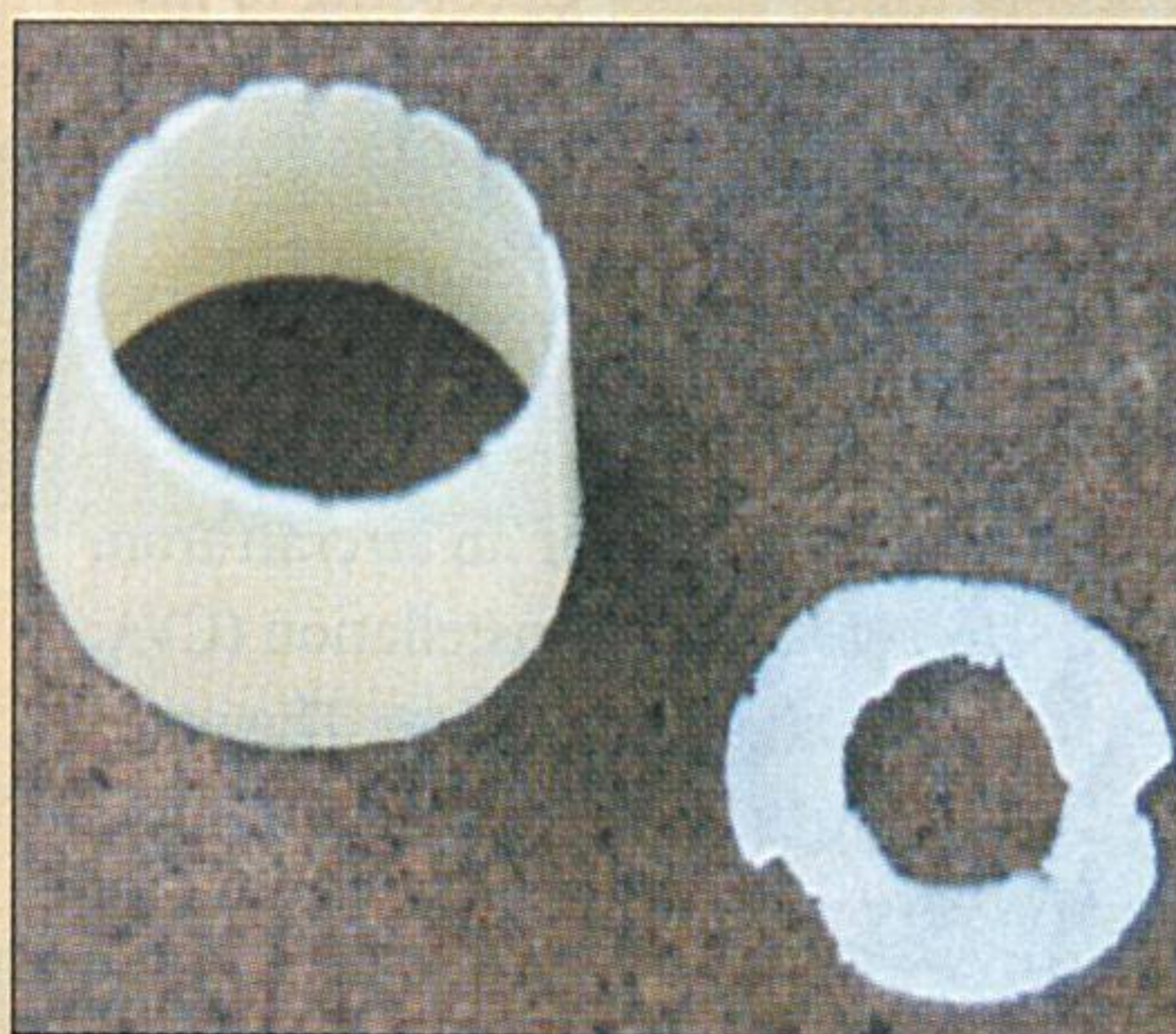
Painting

I proceeded to mask off the aircraft's white areas and airbrush the rest of the aircraft in Testors Gloss Gull Gray. Once this was dry (again about 48 hours) I masked off the nose area and airbrushed the radome Gunze Sangyo gloss black and the anti-dazzle area around the windscreen with Gunze flat black (Gunze Sangyo paints dry very quickly which comes in handy at times).

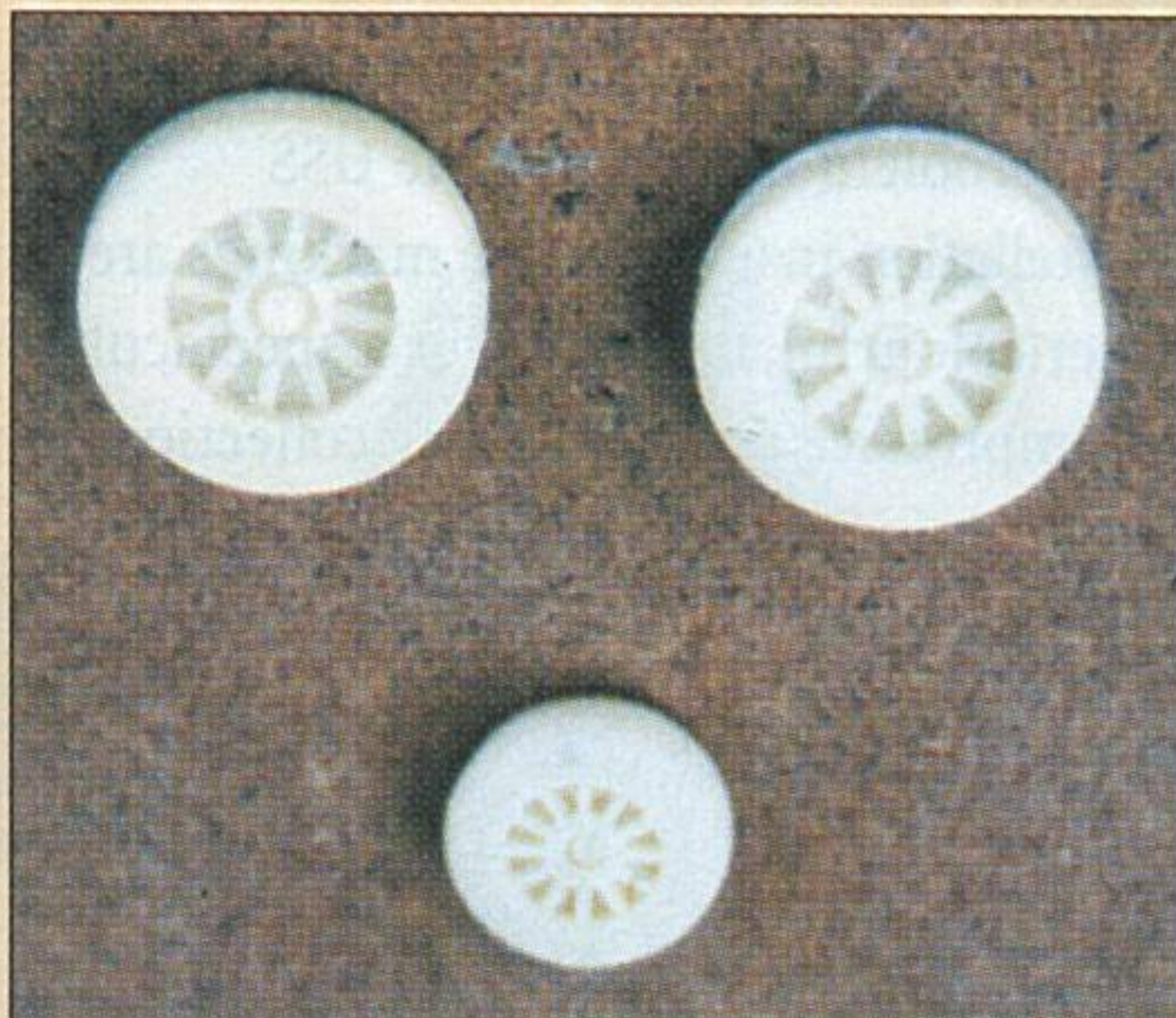
Once everything was dry I gave a mist coat of Testors Lacquer Glosscoat to ensure the decals have a good surface to adhere to. A mistake I made after all the detail parts were added was that there were bare metal areas of the airframe and I had forgotten to paint these! The leading edge of the main wings and tail and the lips around the intakes are bare metal and I had to add these at the end. The good side



The cockpit tub after assembly and detailed painting



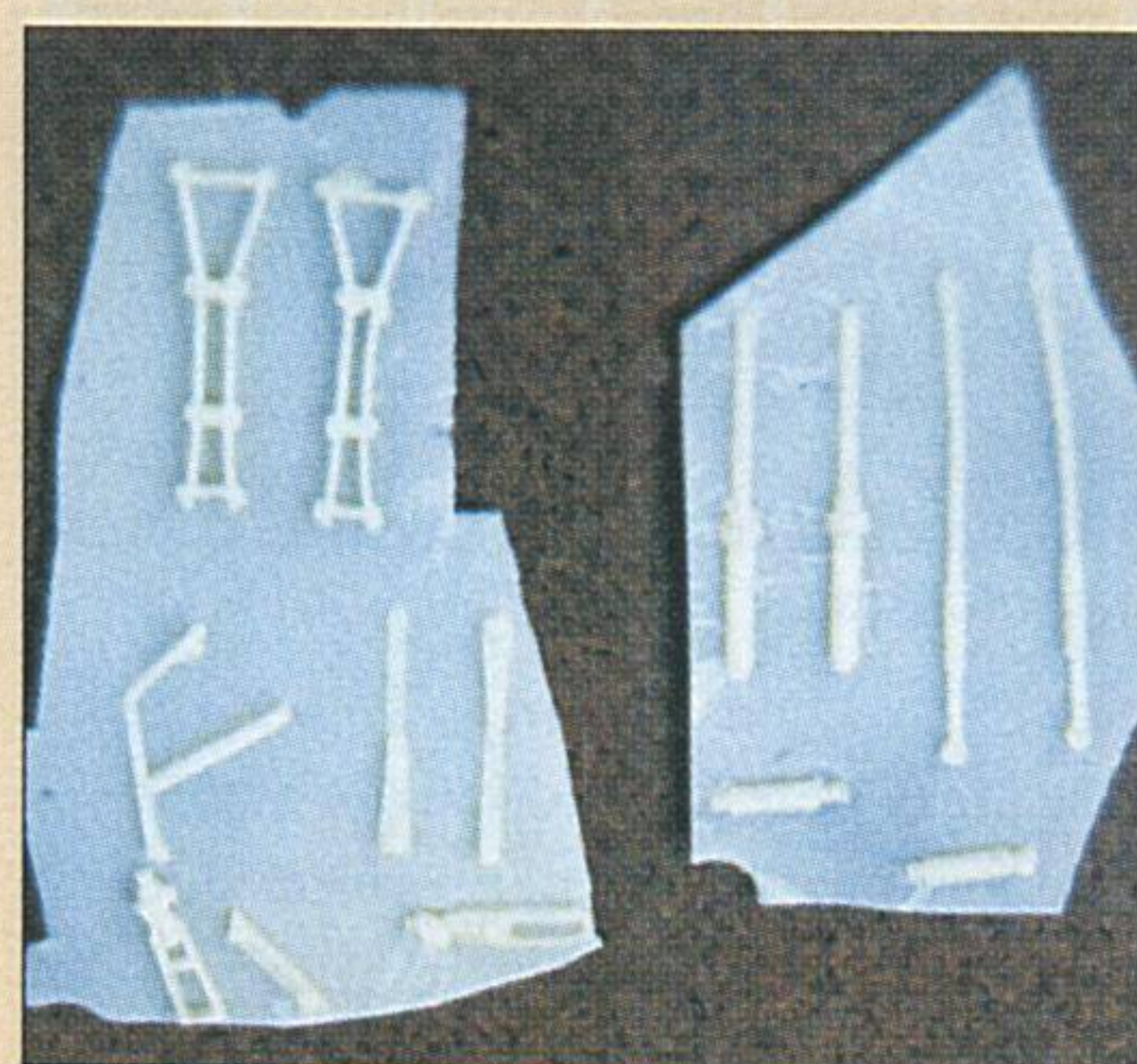
Careful how you cut out and clean the afterburner can!



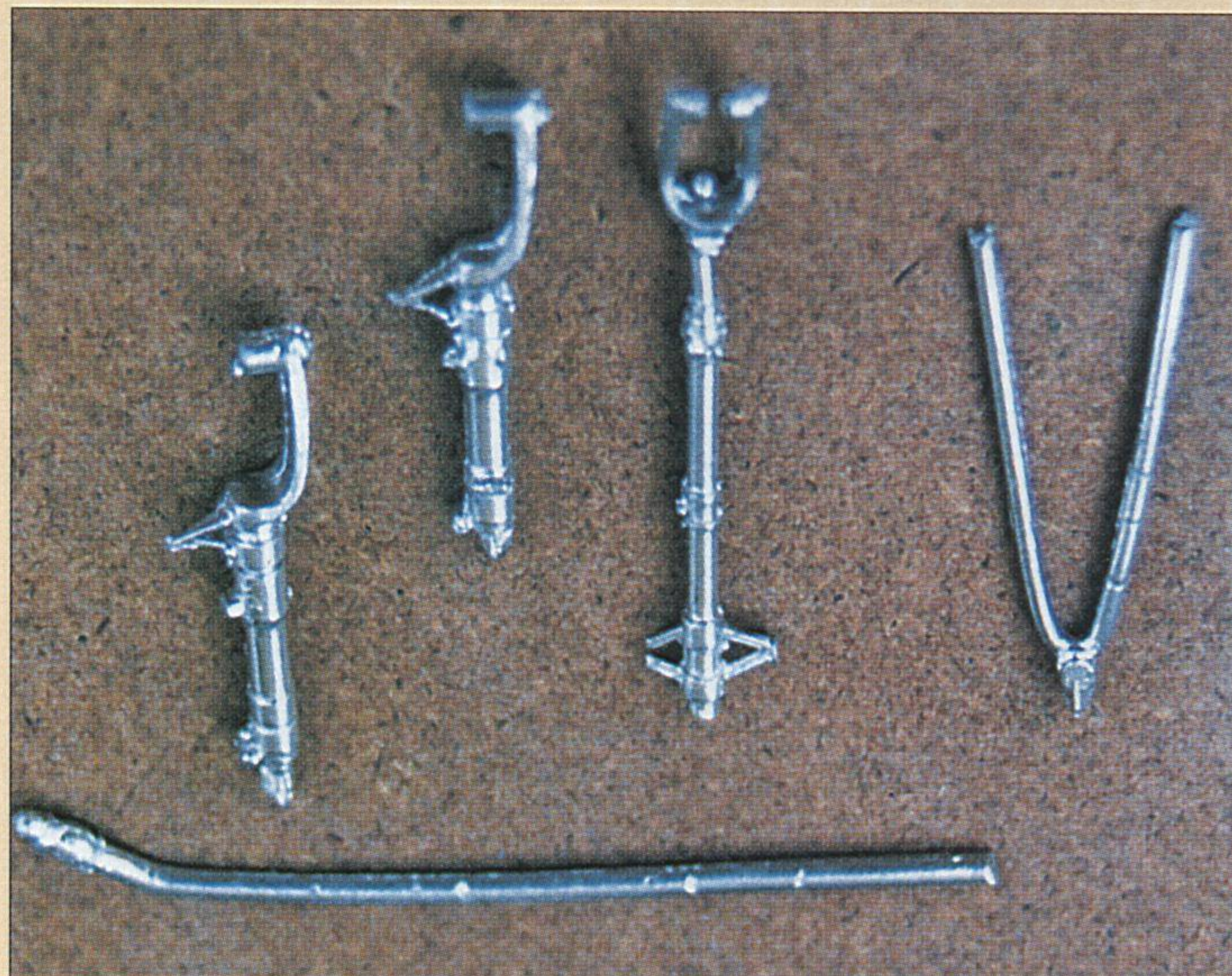
All the wheels are resin, but are not 'weighted'



The nose wheel assembly and bay prior to painting



Some of the smaller parts from the undercarriage are in resin...

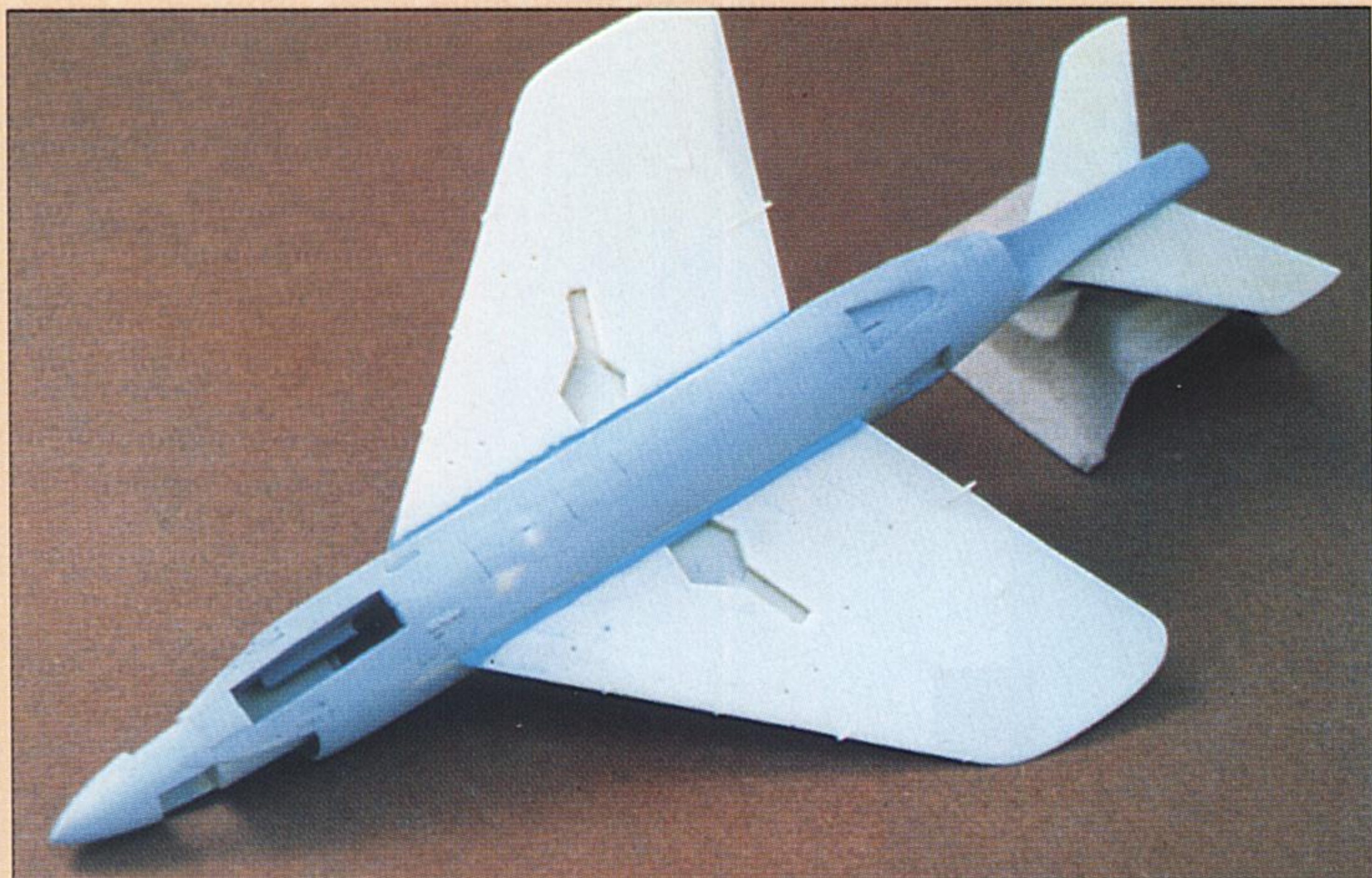


...while the rest are in white metal

of the story was it turned out well. One of the qualms I have with this kit is that the manufacturer does not mention the bare metal areas around the lip of the intakes or the leading edge of the wings in the painting instruction - so be forewarned.

Undercarriage and Detail Parts

There were some fiddly parts but nothing that should give any experienced modeller trouble. The exhaust afterburner can needs to be carefully trimmed as one can



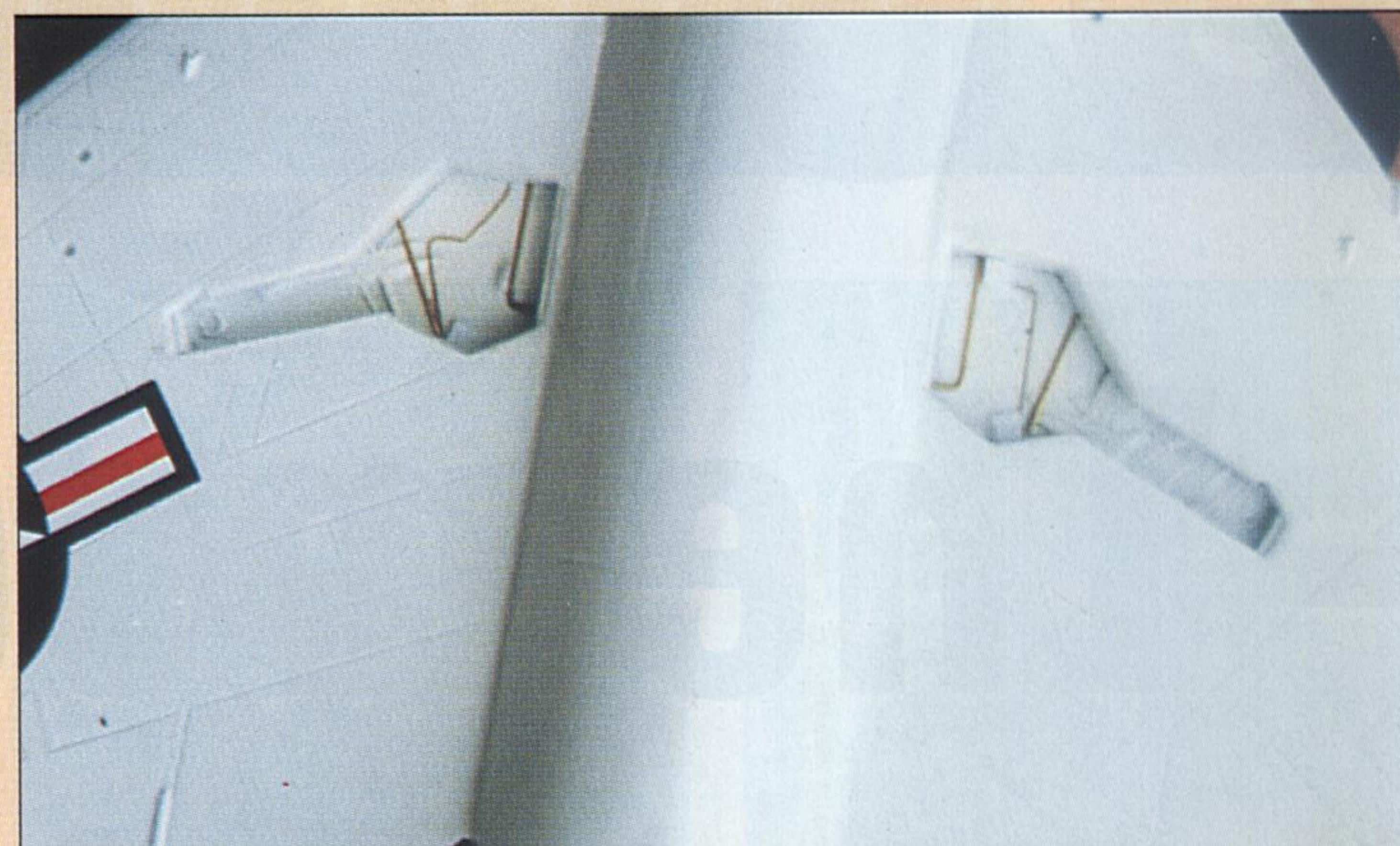
The model together, with the fuselage already primed and checked prior to the next assembly stages

see from the photograph. But otherwise, the two-piece assembly fits into the airframe well, but just keep the vertical axis of the aircraft in perspective when you attach this part and the main and nose landing gears. The afterburner can was painted a combination of Testor's Aluminium Plate, Magnesium, and Exhaust Buffing Metalizers, which produced the right effect. The wheels are, of course, in resin but they do not come 'weighted' (a slight disappointment, with Accurate Miniatures spoiling us all). The main and nose gear are a combination of the white metal parts (see photograph) and the resin parts on the sheet. Cutting out these small resin parts takes patience

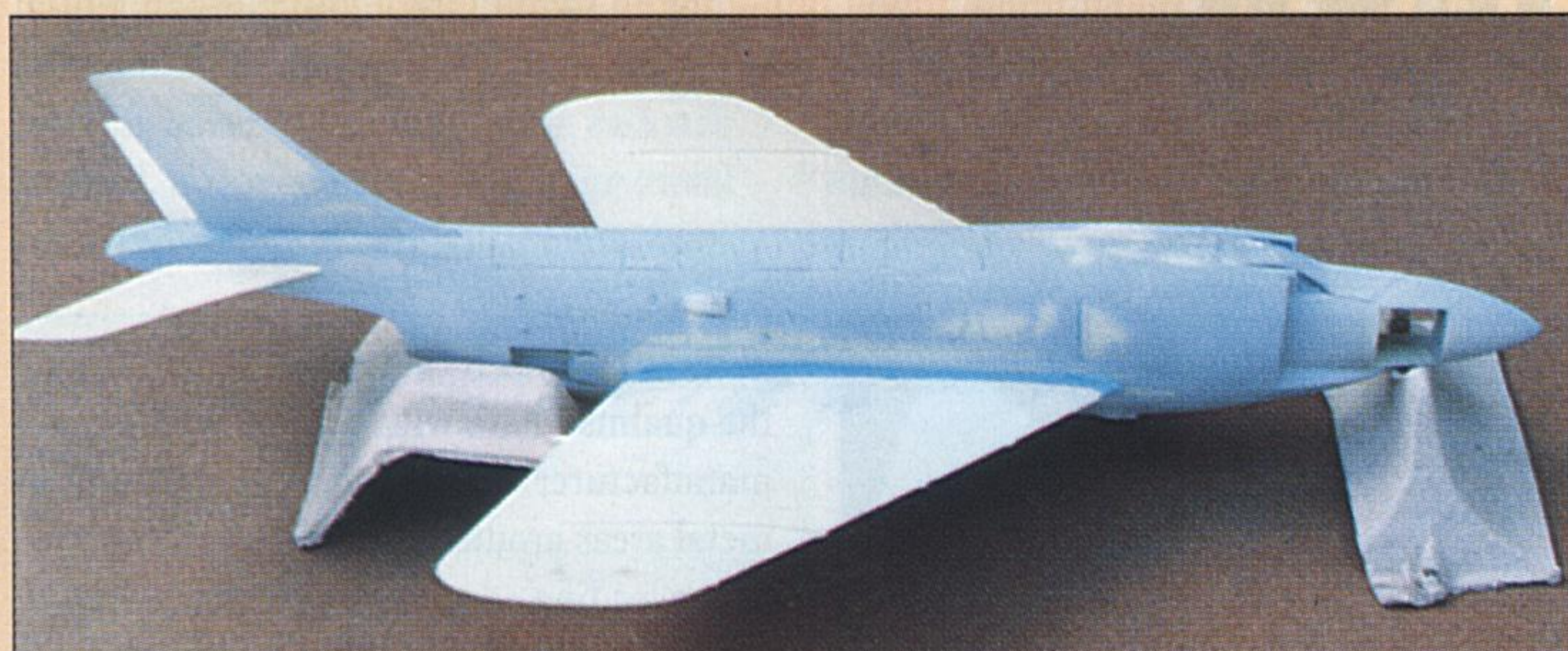
and a steady hand. With that said the landing gear parts went together rather well. I painted them natural metal since the white undercarriage paint was usually added after carrier trials. My chosen subject was the last to be put into active service (VF-131/Summer 1961). The wheels were painted with Gunze Sangyo paints. The main gear wheel wells lacked any real detail and since the real aircraft did not have a mess of piping, I added some sparse detail with brass wire and styrene as the photograph indicates. Both the nose and main wheel wells were painted Testors Medium Green FS 34102 and drybrushed with the appropriate tints of light green and gray. Again most of



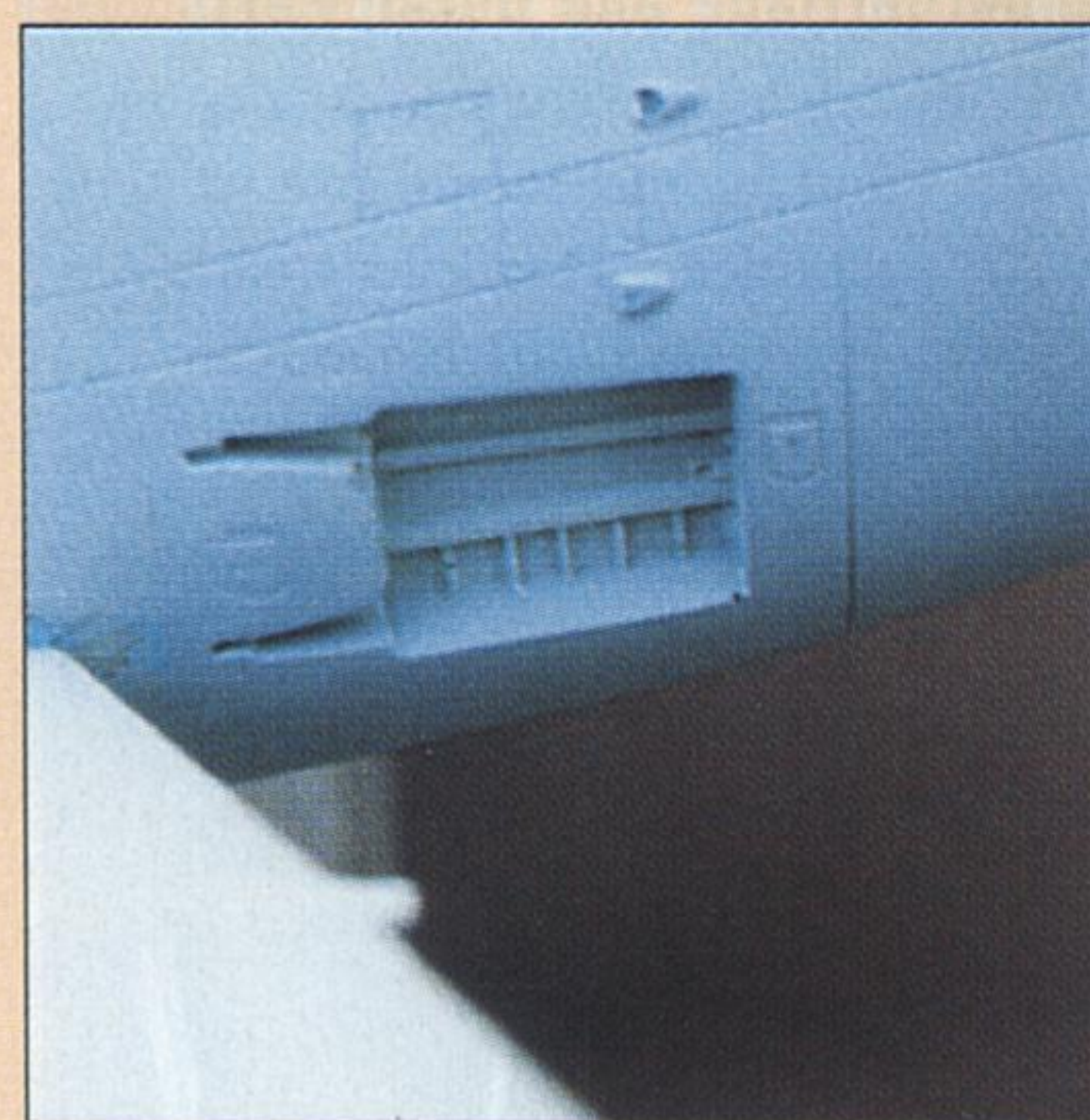
The main wheel wells 'as supplied'



I added some extra details to the wheel wells with wire as shown



The limited amount of filling and sanding is evident on the primed areas of the model



The air brakes bays prior to ...



.. and after painting

these areas were painted-over in a dull white for extended carrier service. Since some of these aircraft served as test frames the airframes were treated indifferently until a permanent squadron designation had been attained.

Under the Wings

Moving on to the underwing pylons, I checked my references and discovered that they had to be trimmed to look more realistic (shown in my photograph). These parts were then painted the appropriate colours, Testors Gloss White (scale tint), which was the same colour as the belly of the aircraft. By the way, the kit comes with some ordnance, namely four nicely moulded Sparrow III missiles which I decided to omit since all the photographs of the 'Conny' (USS Constellation) aircraft do not have them deployed.

I also added some stainless steel wiring (5.6 thou) that I purchased from Four Plus UK (some very handy stuff as I also build WW1 aircraft) for hydraulic lines in the main undercarriage assemblies. I

sanded down and painted the refuelling boom. It took very little work to shape and fit the boom receptacle (Testors Gloss Gull Gray) and boom (Gunze Sangyo flat black) to the airframe. According to my sources the boom tips downward and can be either gray or black, but on my particular aircraft it was black.

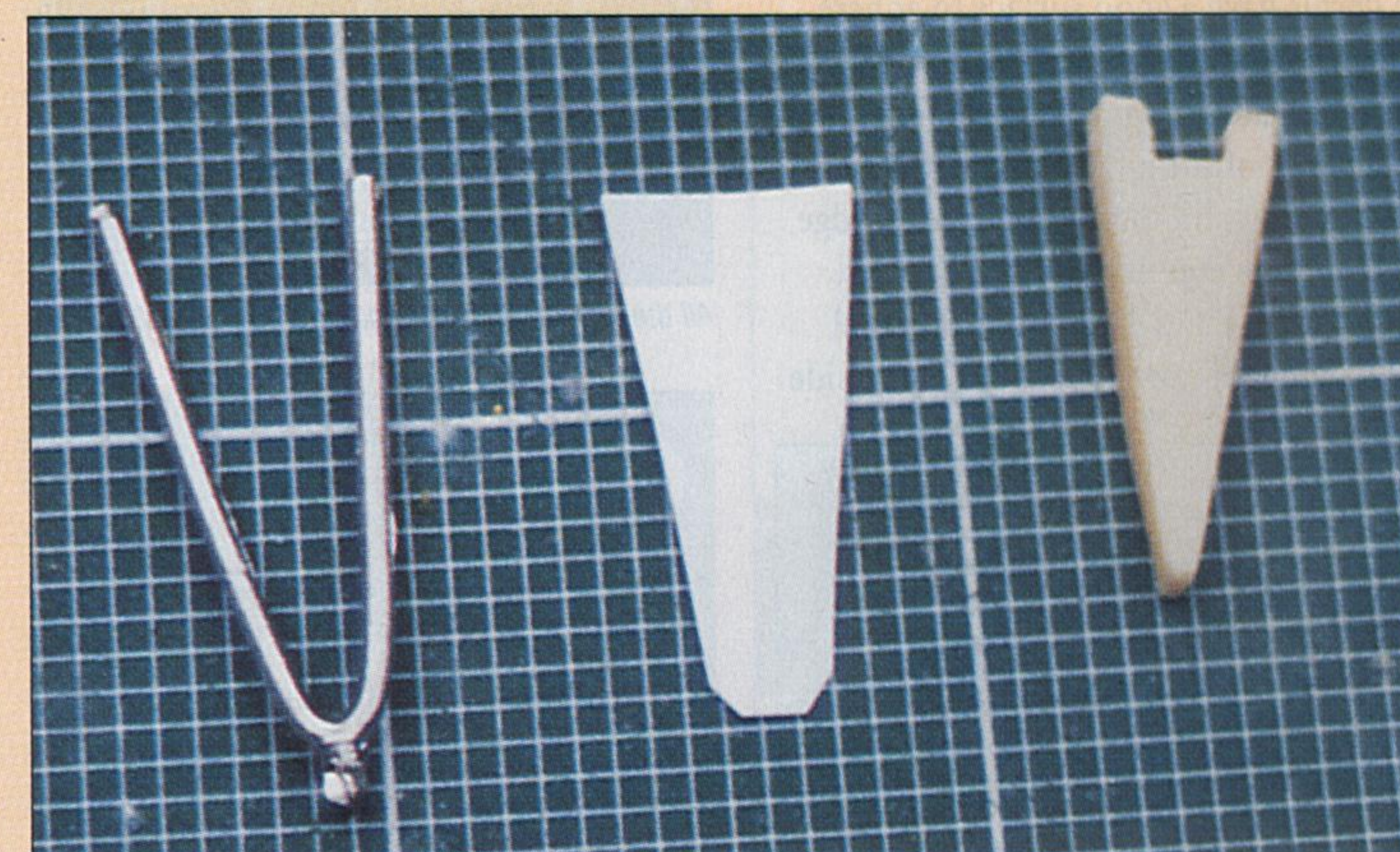
Decals

The decals are for an aircraft from VF-131, USS Constellation (CVA 64) and are in register. They are produced by Invisa-Clear and went on very well with the Micro-Scale system. The colour was correct and I found the star and bars particularly clear along with the unit markings (which are the right shade of red - good job Collect-Aire). I only had a problem with one of the USS Constellation insignias. The markings are rather colourful and make for a spectacular and impressive addition to my collection.

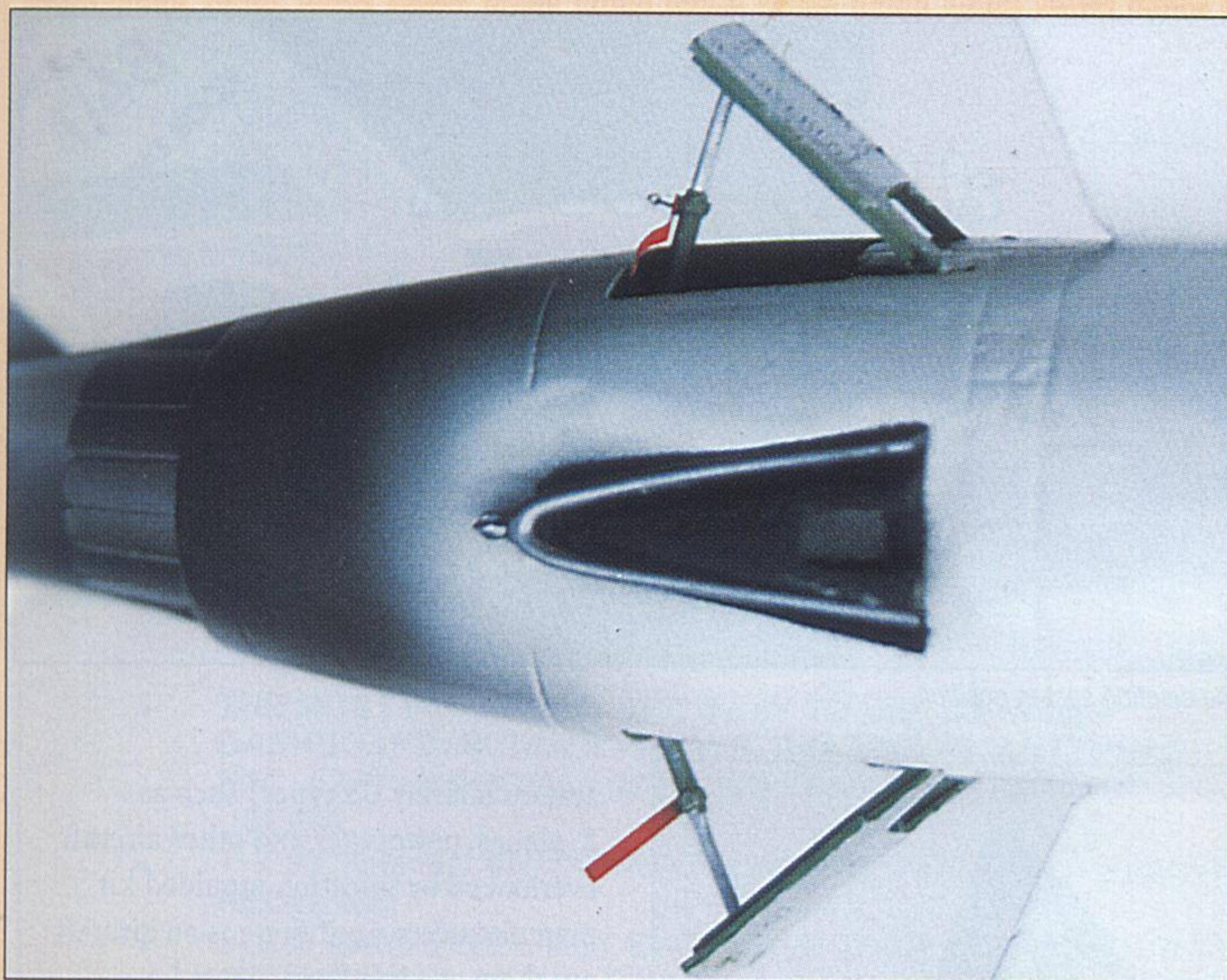


The completed main undercarriage and oleo after painting

The decals lacked the wing-walks so I cut them out from a black ScaleMaster sheet, which was very easy to do using my photographic sources as a guide. By the way, I also added the prominent dark stains from the cooling exhaust vents which are right in front of the unit markings. The aircraft was weathered rather lightly due to its limited duty life.



The resin, plastic and metal parts for the hook



The hook assembly after completion

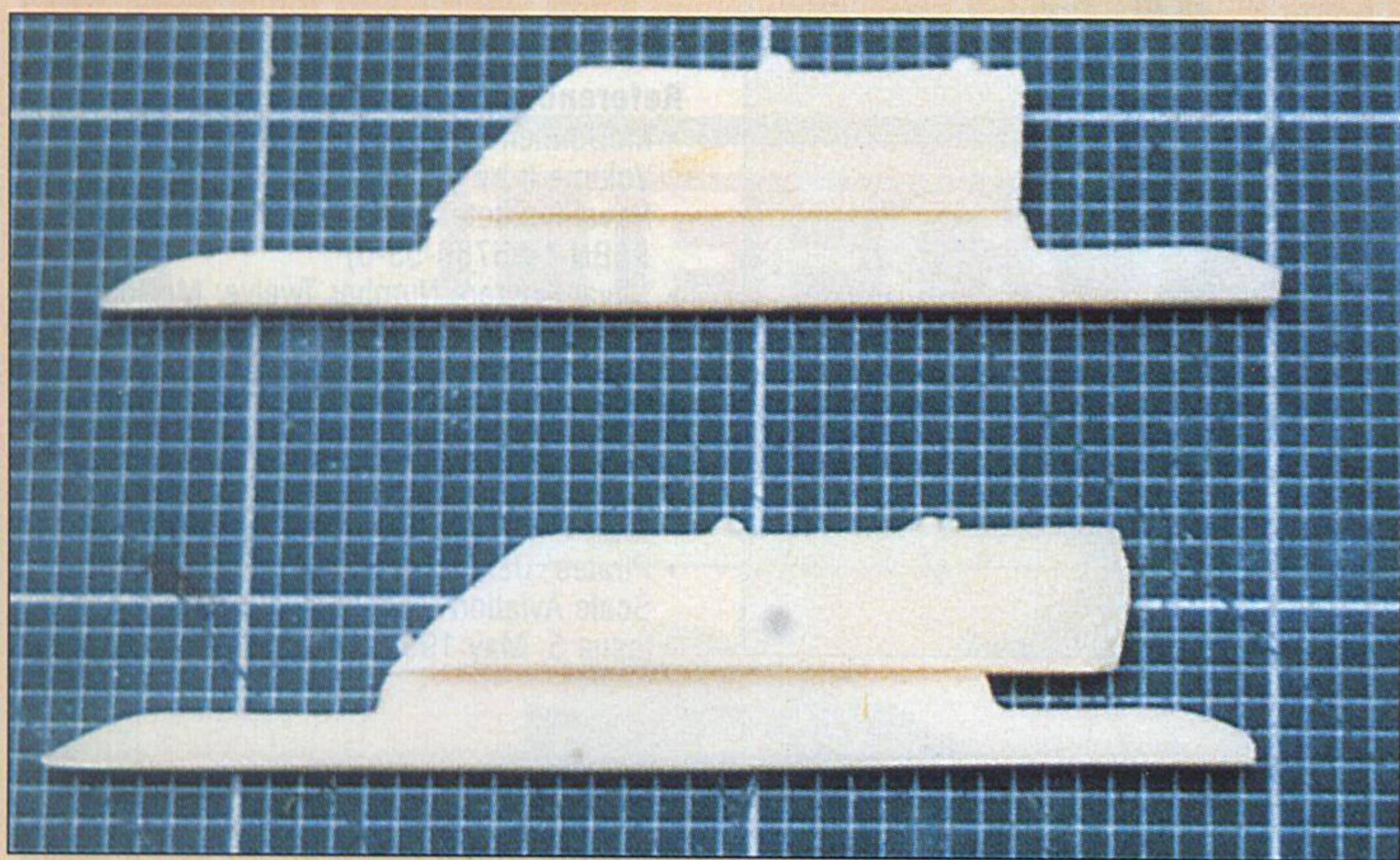
Canopy and Cockpit

Another area that needed some scratchbuilding is that behind the cockpit. From the excellent article in Scale Aviation Modeller International (Vol. 4 Issue 5 May 1998) I scratchbuilt the area from sheet card and brass wire, plus a little help from my spare parts box. I also added some detail to the canopy slide (all this can be seen from the photographs - these are very easy add-ons). Remember I am a fanatic and the kit builds up well without these extras, but with the Scale Aviation

the resin canopy slide was attached to the main canopy without any incident. This concluded the construction of my Demon and a very enjoyable project it was too!

Accessories

As you are probably aware I like to add figures to my aircraft and this was no exception. I decided to make a nice little carrier deck scene, even though I know this borders on being a diorama!. I used figures from the Fujimi 1/48th scale U.S. Navy Flight Deck Crew Back-up Series No.3 (No.350003)



The wing pylons

Modeller International article nearby, I said why not. I then proceeded to paint the canopy parts flat black (Gunze Sangyo) and I drybrushed the areas with different shades of gray and silver, while the hydraulic lines were painted flat red.

Since there are two canopies provided you can cut them out even if you are of a very nervous disposition! I had very little problems cutting out the windscreen and main canopy. Once they were trimmed down and sanded I dipped them in a coat of Future floor wax (Johnson's Klear in the UK) and let them dry overnight. I then proceeded to mask out the canopy and windscreen and prepared them for painting. The main canopy was airbrushed with Testors Gloss Gull Gray and the windscreen was airbrushed with Gunze Sangyo flat black. Once dry, I attached the scratch-built detail piece behind the Martin-Baker ejection seat and



Extra detail was added to the upper decking under the sliding canopy



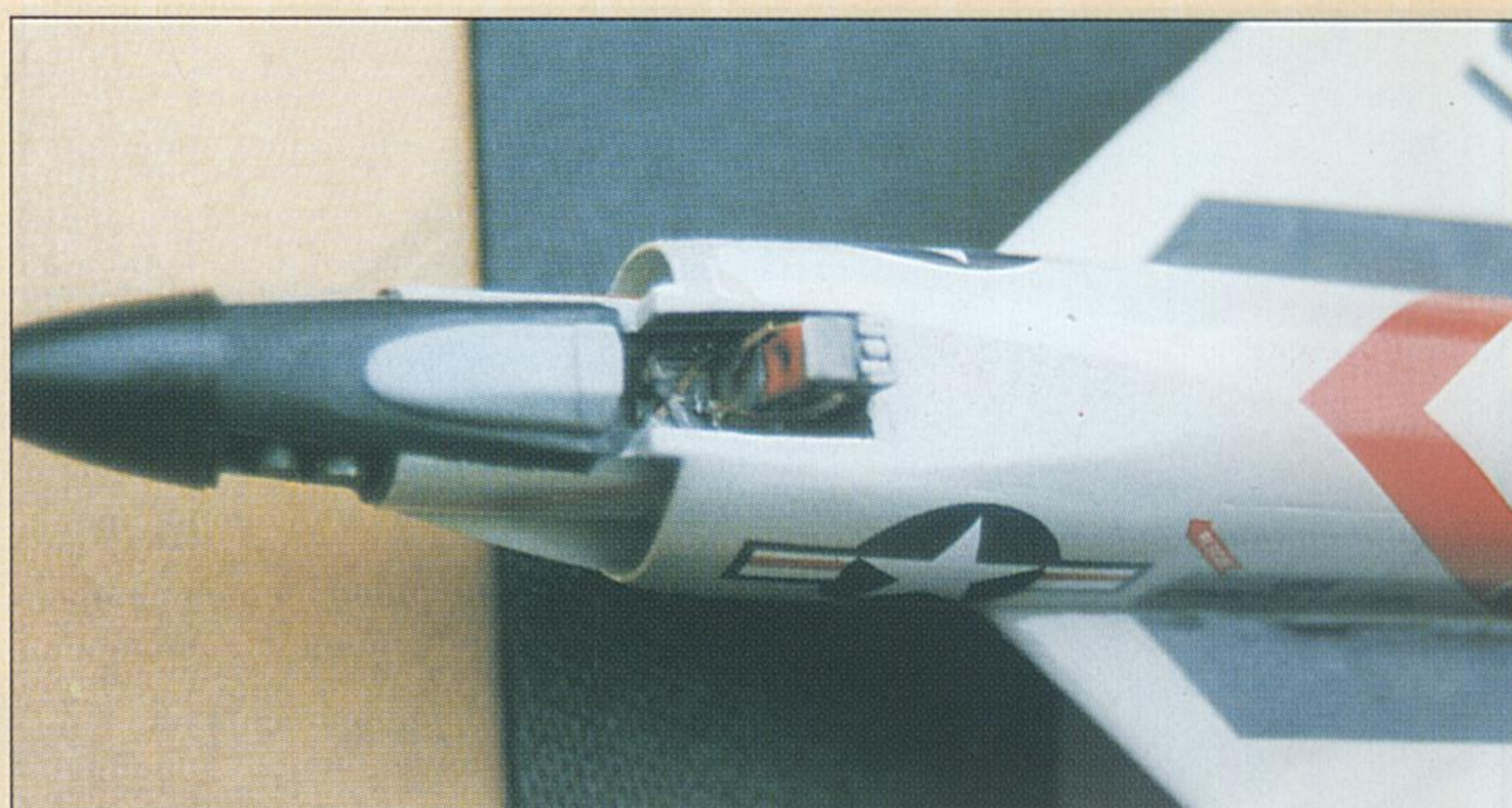
The airframe after the undersurface was sprayed white



The anti-dazzle panels and white areas on the upper surfaces after spraying



The completed model after the application of the decals



The ejection seat in position

and also wheel chocks from the P.P. Aeroparts (GA 403) USN Wheel Chocks Set. I made a scene depicting a catapult check on the nose gear. The Catapult Officer and pilot are inspecting the progress nearby. This gives the aircraft some life and adds an important human element.

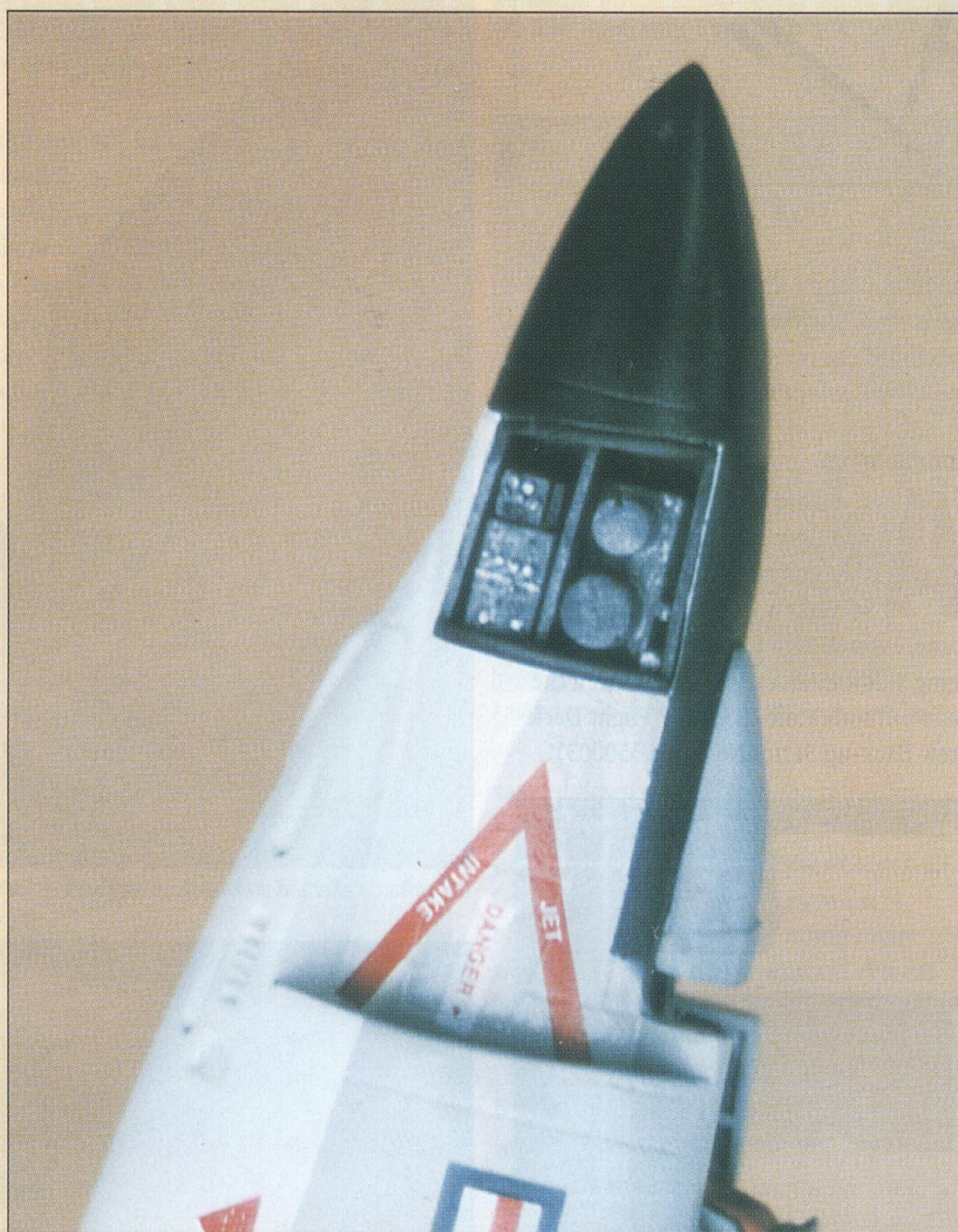
The deck came from Verlinden Carrier Deck Catapult section (#664) and a piece of 1/2in. foam core. I used spray mount to attach the Verlinden cardboard deck section to the foam core.

Conclusion/Summary

Does the means justify the end? - Why yes!

The serious modeller must make a decision if this is a subject he/she wants in this scale. Similar to the Fairey Swordfish by MDC (Scale Aviation Modeller International Vol.3 Issue 11, November 1997) this kit comes with a hefty price tag (about £85) but again like the Swordfish, this kit is limited production, only 200 worldwide, is highly accurate and needs no aftermarket sets or decal sheets. The quality and amount of resin one receives might justify part of the price. Another bonus is that the white metal parts are highly polished, rather than the rough lead components we usually get in other kits. The counterpoint is that most people would not spend this kind of money on an aircraft model in any scale, or would they?

Let's say that when we purchase a new kit (even a Hasacadamiya offering) we may well follow this up with aftermarket decals, an update set and/or photo-etched brass. These items may be close to (or more than) the price of this kit (which by the way comes all in one box), not to mention the time we may spend looking



The equipment bays in either side of the nose are supplied in the kit

for all these aftermarket sets. This argument may/may not justify the end price but the kit builds into an accurate (something Collect-Aire pride themselves on) and gorgeous aircraft with some effort. The modeller purchasing this kit most likely will have the experience needed to deal with the mediums and

produce a rather nice addition to their collection. I must add that if quality, rather than quantity, is your bag, then this kit will have much to offer you. We have to examine the hobby as it is - an activity we engage in because we enjoy it. In that strand, if you like the type and are not concerned with covering your shelf or display case with the latest and greatest from the mainstream companies, then Collect-Aire will have much to offer. The company specialises in rare and experimental aircraft (all in 1/48th scale

and exclusively US types) such as X-planes, prototypes and other aircraft overlooked by injection moulded kit manufacturers. So if there is an aircraft out there you think will never be produced by a mainstream company, cottage industry manufacturers like Collect-Aire and others will fill that gap. I for one say bravo, keep up the good work.

I hear that Collect-Aire is coming out with a F5D-1 Skylancer in a couple of months (now available - Ed) along with some other goodies. We might see what the F4D Skyray could have been (what do you say Richard, you up for another obscure 1950s USN jet?) (Yes! - Ed), remember this was a bird Neil Armstrong flew and I think I have heard of him once or twice.

Prof. Steven J. Corvi

References

- McDonnell-Douglas Aircraft Since 1920: Volume II by Rene J. Francillon, Annapolis: Naval Institute Press, 1990 (ISBN 1-55750-55-0)
- Naval Fighters Number Twelve: McDonnell F3H 'Demon' by Steve Ginter, California, 1984? (ISBN 0-942612-06-X)
- F3H Demon in Action, No. 140 by Jim Mesko, Squadron-Signal Publications, Carrollton, Texas, 1994 (ISBN 0-89747-308-6)
- Pirates' Delight by Richard J. Caruana, Scale Aviation Modeller, Volume 4, Issue 5, May 1998

Collect-Aire Models

KIT INFORMATION

Worldwide Enquiries:

Collect-Aire Models, 166 Granville Lane, North Andover, MA 01845, USA.
Tel: 978 688 7283 Fax: 978 685 0220



The completed model



The completed model

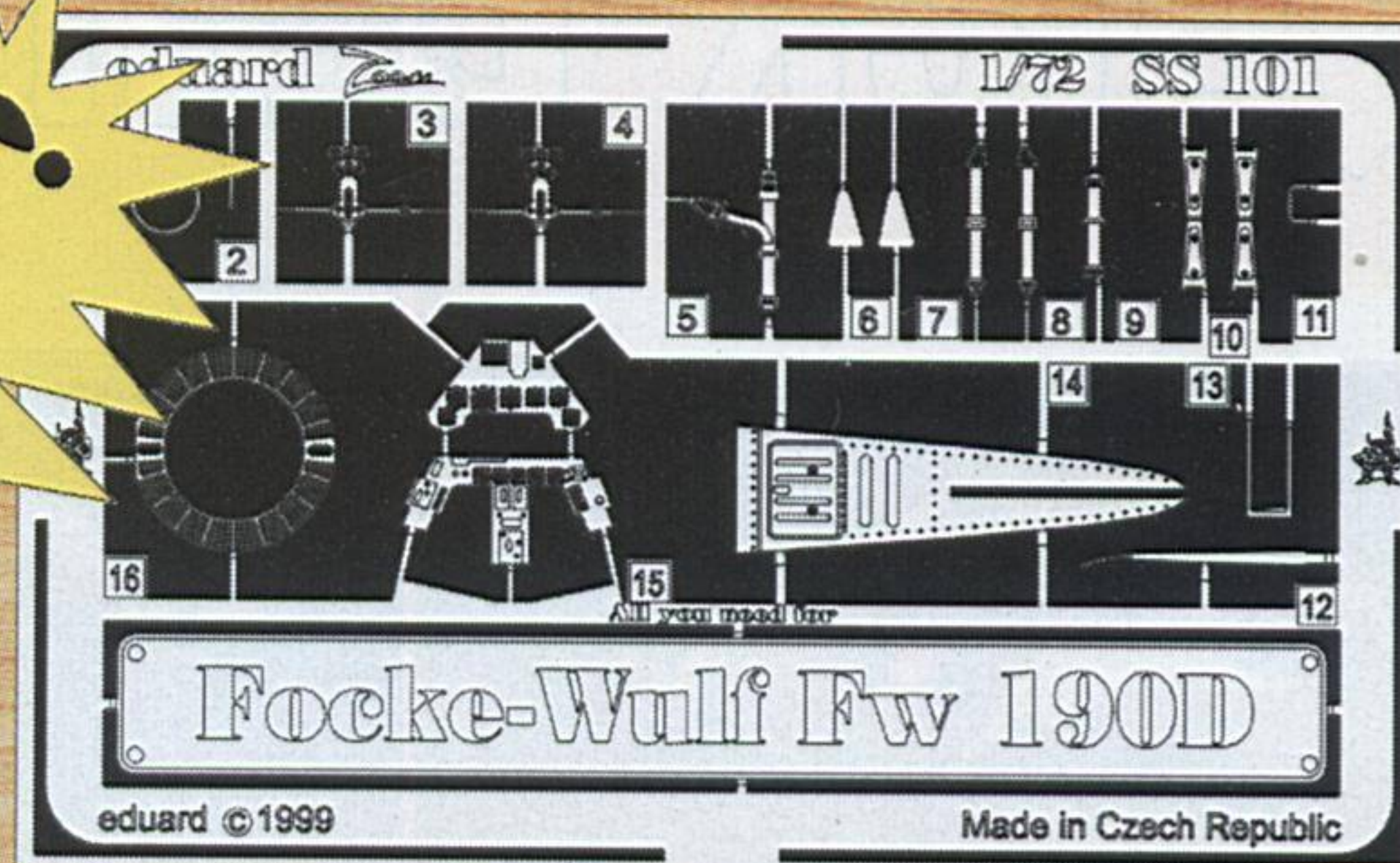
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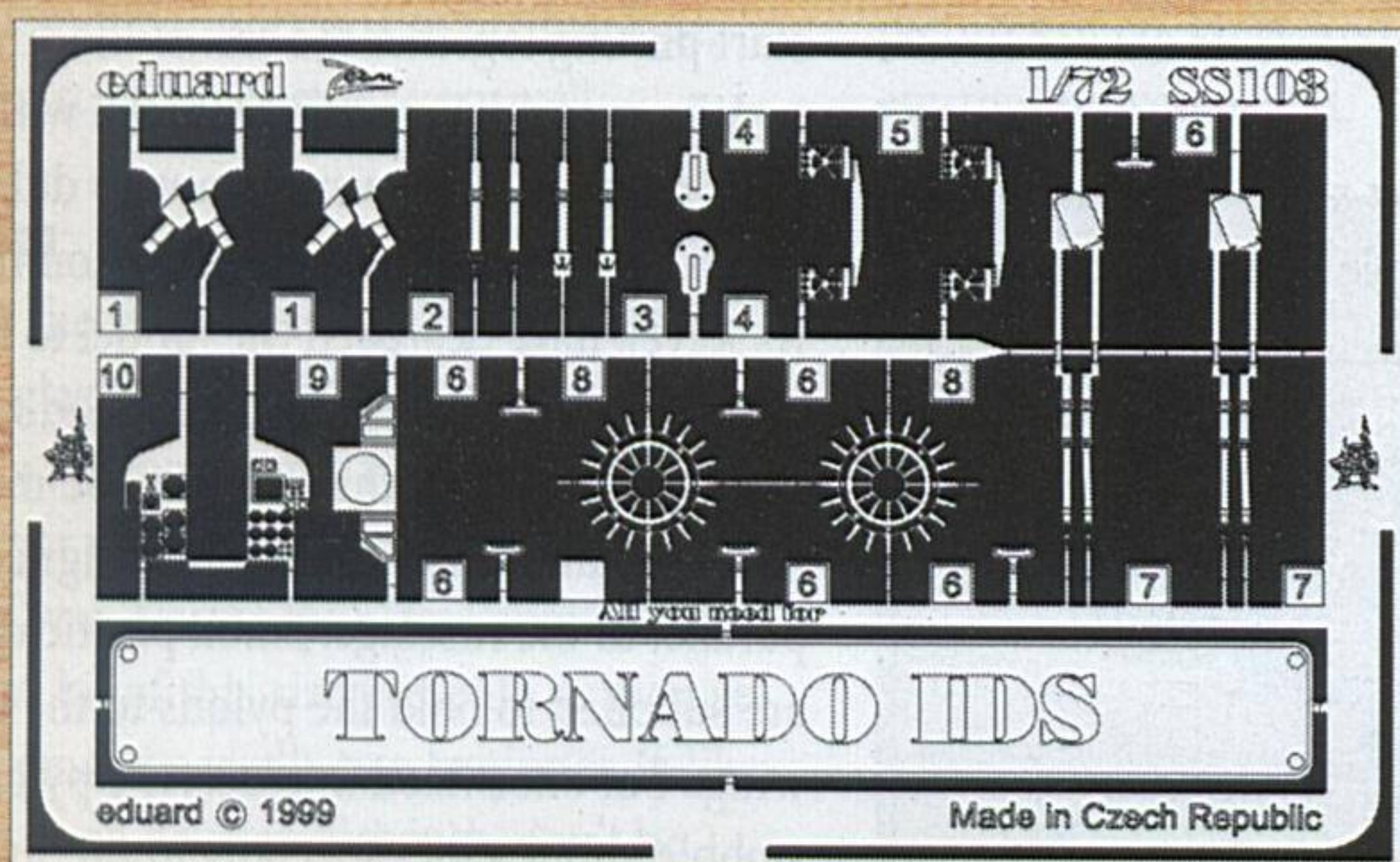
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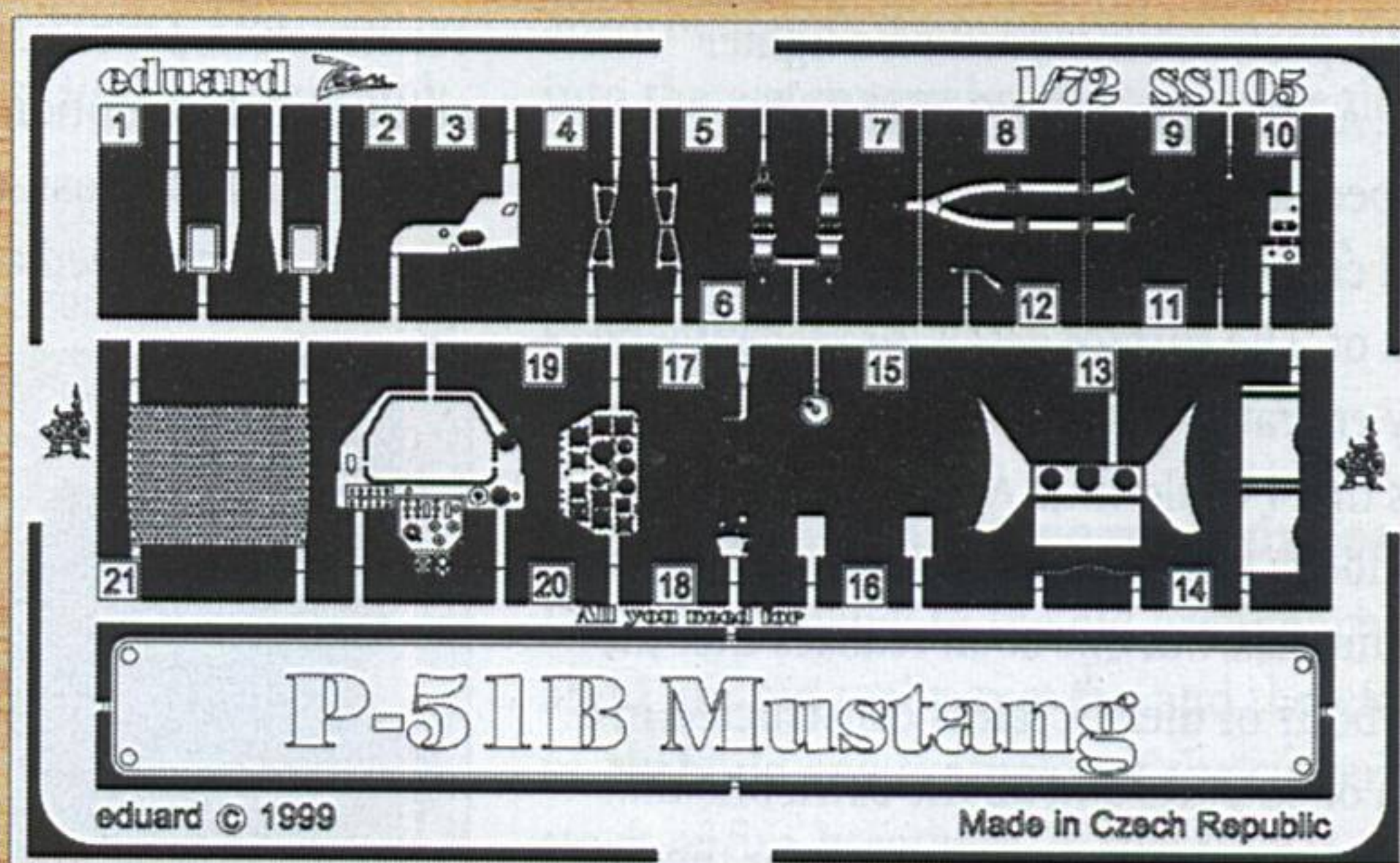
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Quick Build

Panavia Tornado GR Mk 1



The Kit

The box is enormous and has the usual fine artwork. The contents fill the wrapping reasonably well and at least give the buyer a sense of value for money. The majority of the kit is moulded in light grey, but all the smaller parts are moulded on a lighter sprue. All the sprues are individually wrapped and once relieved of their coverings reveal crisply moulded parts with no flash to speak of. The surface detail is excellent with finely engraved panel lines and no moulding dents that I could find. At first the number of parts looks daunting, as with all these larger scale models, but one soon realises that the main body of the aircraft is constructed in a dozen or so parts and all the extra bits that don't go into the cockpit area are for the ordnance to hang on the wings. The latter is extensive and features an extra sprue for this RAF variant. But whilst the instructions do not mention them, Revell have supplied the ordnance from the previous kit issue as well. The upshot is that you will be left with a large number of external stores for the spares box. The full list includes 2x 2250 ltr drop tanks, 2x 1500 ltr drop tanks, 1x Sky Shadow, 1x BOZ 107 pod, 4x 1000lb bombs, 2x 1000lb LGBs and 2x AIM-9L sidewinder missiles, plus four more bombs and three pods of various sizes from the previous issue of the kit.

Parts are supplied for the refuelling probe to be either stored or extended and a canopy 'prop' is included if you wish to display your model with the canopy raised. Another display option is to have the nose cone 'open' to reveal some nicely detailed radar antennae and their associated hardware. One option that is described in the instructions is the 'wheels-up' flying configuration; I found this a little perplexing as there are no crew figures in the kit!

Technical Data

Manufacturer: Revell®
Scale: 1/32nd **Price:** £29.95
Status: Revised Tooling
Panel Lines: Engraved ✓
Fabric Effect: N/A
Type: Injection Moulded Plastic
Parts: Plastic 265, Clear 15
Options: Positionable radome, canopy and refuelling probe, 'weighted' wheels, 1500lt & 2250lt drop tanks, BOZ & Sky Shadow pods, 1000lb 'Iron' & LGB bombs & Sidewinders
Decal Options: 3
Distributor: Revell® Binney & Smith (Europe) Ltd, Amptill Road, Bedford. MK45 9RS
 Tel: 01234 360201 Fax: 01234 342110

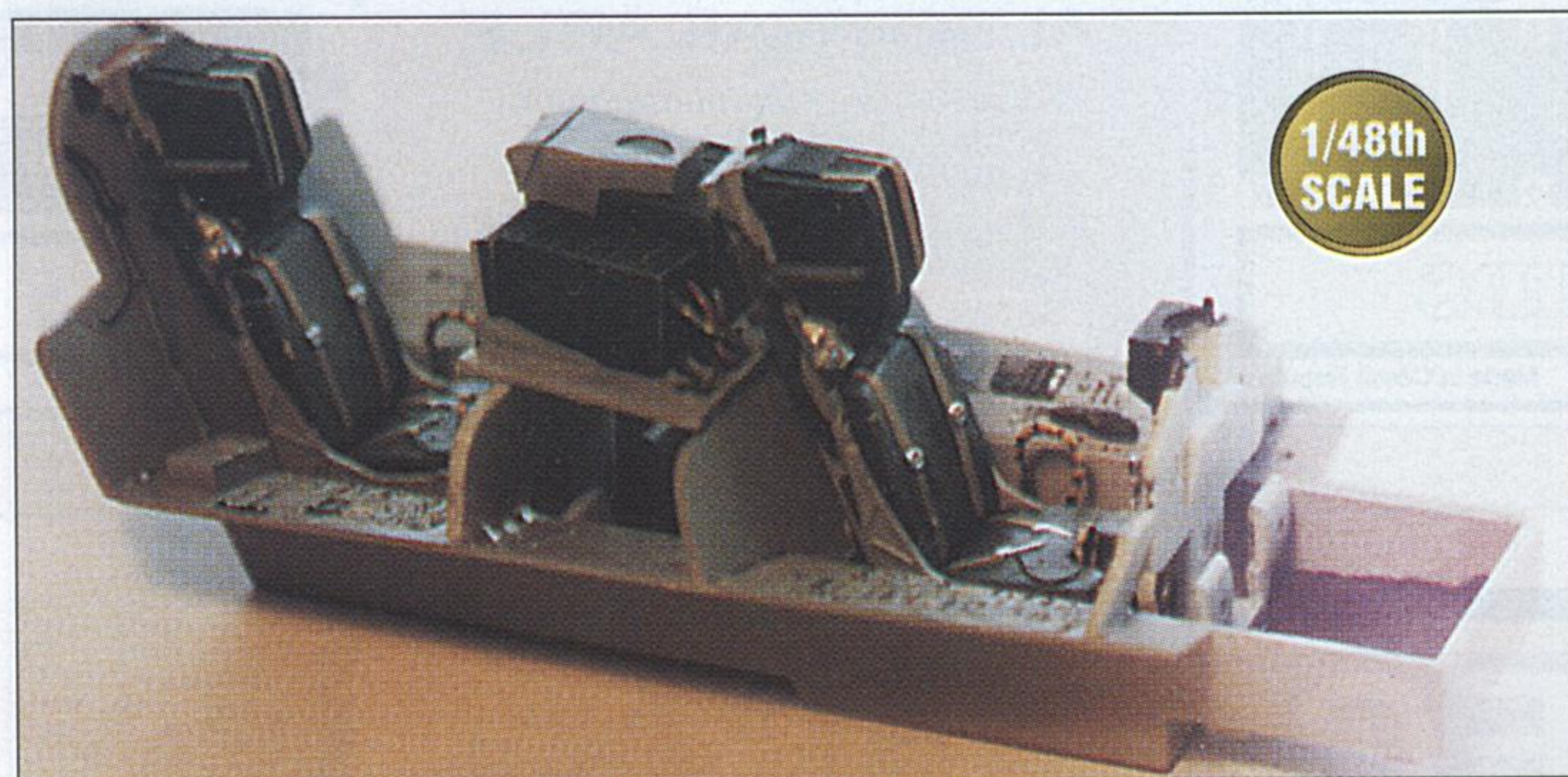
The Instructions

An extensive booklet is provided that gives stage-by-stage construction diagrams that will easily guide even the freshest novice to model-making and these include painting details (letter coded) throughout the construction process. Full descriptions for all three colour options and a further diagram for the positioning of all the stencils are included at the end. All very

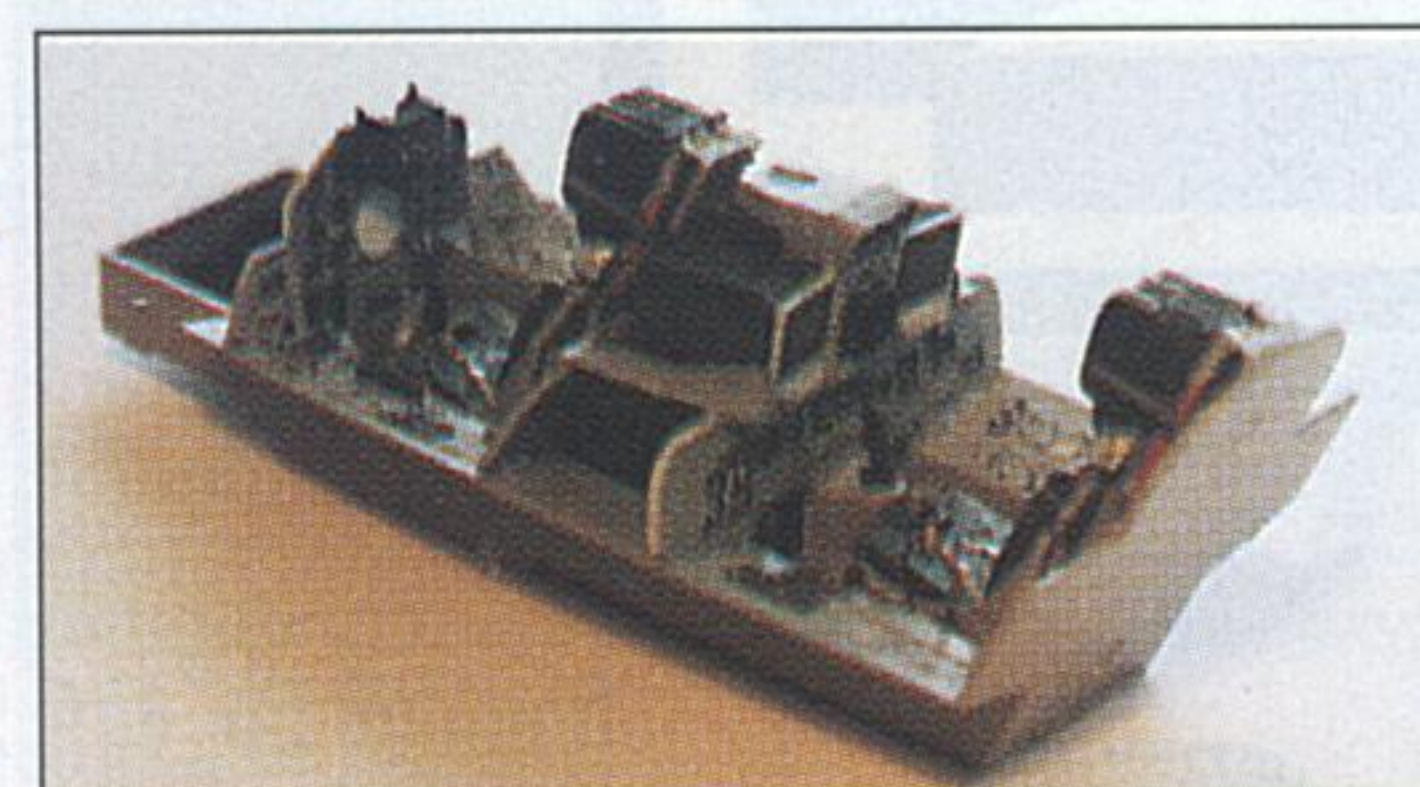
newer modeller could experience real problems here and may even become disillusioned with modelling if his efforts fall short of reasonable expectation. Bad news for Revell; think about it guys! FS numbers at least please.

Construction

Following the stage-by-stage construction notes makes this simple and all the parts fit



The completed cockpit assembly

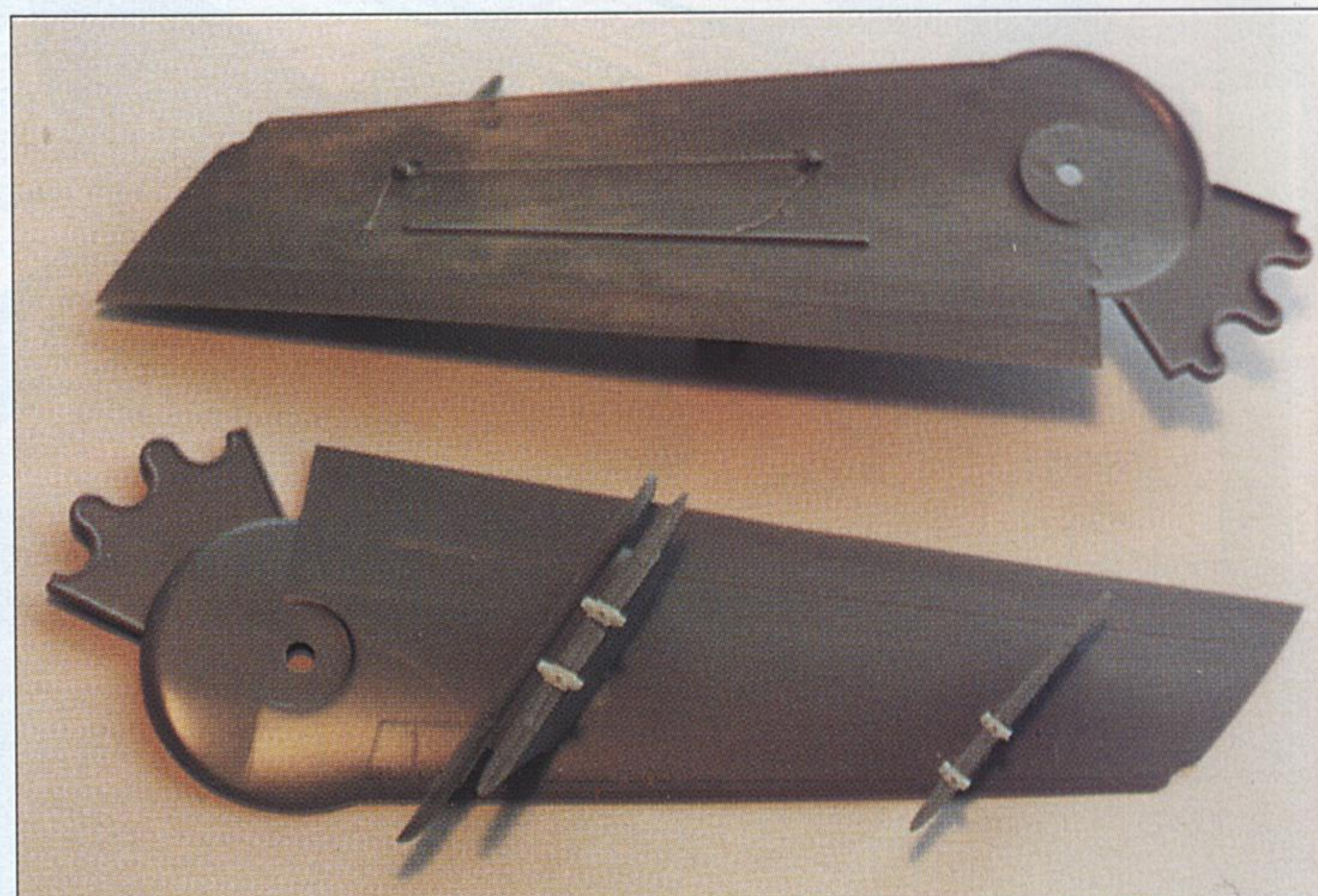


simple and all very extensive, with one exception. The letter-coded painting chart, (and this goes for all Revell kits that I have built and seen of late), have over half the colours 'suggested' requiring the mixing of at least two Revell colours to obtain the right finish and in these instances, no mention is given of what the finished colours should be or of reference to FS numbers and so on. In fact no FS references are mentioned at all. All the 'suggested colours' of course give reference to Revell's own paints and while own-brand loyalty is understandable, it is not particularly helpful to the modeller either from the point of view of judging the amount of 'mix' required (particularly on a kit of this size) and especially as the 'mixed' colour is more than likely available in other manufacturers' ranges, straight out of the tinlet! Revell kits are aimed at all levels and, in my opinion, they are doing a good job. But if this style of colour chart causes an old fogey like me some confusion (with 35 years of model making behind me), I believe the younger or

together well. The start is in the usual place, the cockpit. Each ejection seat is assembled from ten separate pieces alone and the full cockpit is well equipped and moulded. A more detailed chart for painting the buttons and switches would have been nice, but other reference sources will fill this gap. The only additions I made were to add some additional wiring to the back of the VDU screens. This central area between the two seats is always 'a mess' of wiring in all photos of the real aircraft I've seen and the kit's representation appears too 'tidy'. I also fitted

a sun visor to the top of the instrument panel in the rear cockpit made from a piece of paper as shown in photos I have of 'Gulf' Tornado cockpits. The rest is as per the kit. The completed cockpit tub fits snugly into the forward fuselage and now it was time to start putting together the rest of the aircraft.

Wings and tail go together well with no filler required. However, I am very dubious about the strength of the wing pylon fixings. As Revell have designed the model to have 'moving' swing wings, they have had to make provision for the pylons to be movable as well to allow them to remain aligned parallel to the fuselage. Small plastic circlips are supplied to hold the pylons to the lower wings but once fixed in place, the pylons wobble about a lot especially in the 'swept' position. I broke a couple of these circlips trying to fix them in place and had to make replacements from thin wire. In an attempt to reduce the pylon wobble, I wound some cotton around the very thin pins on the inside of the wing prior to gluing the top of the wing in place (see photo). The whole effort was wasted as I soon knocked off a couple of the pylons whilst completing the model and ended up having to glue them all in place (certainly a case for Revell® to investigate the use of 'poly caps' as seen in many other manufacturers' products I feel - Ed). The elevators are similarly movable but again the plastic pins that hold them to the fuselage are thin and as the plastic is soft they again did not last long as construction continued, despite the most gentle of handling! This problem is overcome by replacing the plastic bar that runs between the two elevators with one made from a



My attempts (in vain!) to reinforce the wing pylons

length of steel wire. The trailing edges of all the wing surfaces is almost razor sharp with the exception of one of the elevators that required some internal filing to allow the trailing edges to meet.

The rear fuselage is split horizontally to allow the insertion of the swing-wings and the whole of the interior of these parts requires liberal coating of matt black paint prior to the final joining of the fuselage halves to create a 'black hole' effect when the eye is cast down the air intakes. When all the major components are finally glued together the true size of this kit begins to become apparent. It was at this stage that I began to wonder what I was going to do with it once I had finished it! A little filler is required around the joint on the fuselage spine and the tail and the junction between the forward and rear portions of the fuselage, but the rest fitted together very well.

Painting

With all the larger fuselage fittings and the canopy glazing in place, it was time to mask up ready for spraying. A coat of white Holts car primer was applied first and once dry the Gulf war 'Desert Pink' was applied overall. A kit of this size presents its own set of problems, especially to a beginner. If, like me, you don't have an airbrush, don't be afraid to use a large size artists' brush to apply the paint. As long as the spread is even and the surface detail is still visible through the paint you'll be OK. Use thinners if necessary and apply more coats to achieve good colour coverage. The main thing to avoid are those crusty lines of dried paint that spoil the end result. Build and paint the ordnance separately, treating them as a separate kit. Only one thing to watch is part 155 (tail fins on the sidewinder) shown being fixed the wrong way round in the instructions. I dropped a clanger here and fitted the fins on the 2250 lt. tanks the wrong way round and failed to notice until I came to apply the decals! Too late! The time to glue the ordnance onto the model is at the very end when everything else is complete.

Accuracy

There is no mistaking the lines of this one, it's pure Tornado. The kit measured 522mm in length (including tail over-hang and minus the nose spike) which comes out as 16.7m as quoted in the RAF handbook and the wing (swept) at 267mm, which is near enough to 8.6m as make no odds. I found a



The entire airframe, less the radome, after priming

black and white photo of the subject machine in Scale Aircraft Modelling July '97 on page 214 and some colour artwork for the No.31 Squadron machine on page 222 of the same article, plus colour close-up pictures of cockpits, and radar nose detail etc. that proved useful.

they appeared at air-shows throughout the following year.

This latter option was the one I selected and using some photos I took of the Gulf War returnees in 1992, set about some heavy weathering on my model. The original colour of 'Desert Pink' or Humbrol

the non-painted areas were picked out in silver and aluminium and the decals applied before dry-brush weathering with a variety of colours began. The whole lot was sealed in with a coat of matt varnish.

Decals

This is a very extensive sheet covering all three options and includes tons of stencils for the ordnance as well as the aircraft. It took me two hours to apply the ordnance decals alone! The decals are very well printed, the colours are bold and hold their hue when applied to a dark surface. They settle on the model very well and little or no Decalfix is required, Silvering is minimal as long as the applied surface is not a matt finish. One word of warning though. The backing paper is highly absorbent and you need only dip the decal into the water very briefly to release the decal subject. I don't think I've ever encountered decals that 'float' off the paper quite so quickly!

Decal Rating = 9/10

Conclusions and Recommendation

I'm rather partial to the old prop machines and I am not really a jet fan and therefore rarely build any examples of the current stock of fire-breathers. In that light, I tried to approach the model from a beginner's point of view and have written this review with them in mind (apologies to the more experienced among our readership) and use just the instructions supplied with the kit, which I found to be no mean feat! I found very little in the way of problems from a construction point of view other than the less-than-durable 'moving' parts. However, the painting chart and colour matching was a nuisance, especially with a model of this size. All-in-all though a very enjoyable model to build and a beginner will have a fine Tornado 'straight from the box' provided the job is not rushed. Whilst the detailing is very good, even I couldn't resist adding a few extra bits, and I feel that the model would make a fine starting block for the super-detailers amongst us, provided you have somewhere to display the beast when you have finished lavishing your attentions upon it. It is a monster.

Highly recommended to all.

My thanks to Revell® Binney & Smith (Europe) Ltd. for the review sample.

Dan Claxton



The layout of ordnance included with this kit

Colour Options

The kit offers three options, two in the standard grey-green finish and one 'Desert Storm' machine. The first is a standard finished No. 617 Squadron aircraft 'AJ-M' based at RAF Lossiemouth in 1992. The second is a more brightly finished Tornado of No. 31 Squadron based at RAF Bruggen in 1995 sporting that squadron's 80 years celebration tail markings (bright green tail with a golden star at its centre and 1915-1995 logos). The third option is shark-mouthed all 'pink' machine from the 'Tornado Detachment', based at Tabuk in Saudi Arabia during the Gulf War in 1991. This machine features the nose art and bombing missions score-chart that became familiar on these war-weary aircraft when

250, may well be fine for a Tornado at the start of the War, but then the nose art and bomb score decals on the nose would not be appropriate. The photos I have show a much lighter 'bleached' finish and numerous areas of 'touched up' paint and heavy discolouring due to exhaust emissions, heat and general wear and tear - in all a very tatty looking aircraft. I gave my model a complete coat of Airfix M7 (Flesh), but added a one quarter mix of Humbrol 250 Desert Sand for the (ground facing) undersides and the demarcation line between the two were blended whilst the paint was still wet. This was allowed to dry thoroughly before a 50/50 wash of Airfix M7 and matt white heavily diluted with thinners was applied over all surfaces. All



The completed model

by Colin Peck

Ploesti Raider

1/72nd
SCALE

The spectacular USAAF bombing raid on Ploesti in Rumania in August 1943, sowed the seeds of eventual destruction for the Luftwaffe.

Probably one of the best examples of strategic planning in WWII, this and subsequent raids were to cripple fuel production bringing the German war machine to a standstill.

The raid was flown by 177 B-24 Liberators from North Africa where units of the Eighth Air Force had joined the Ninth in order to keep the target in practical range. Despite extensive planning the mission was beset by various misfortunes, beginning with the early loss of the lead and deputy navigators from the formation.

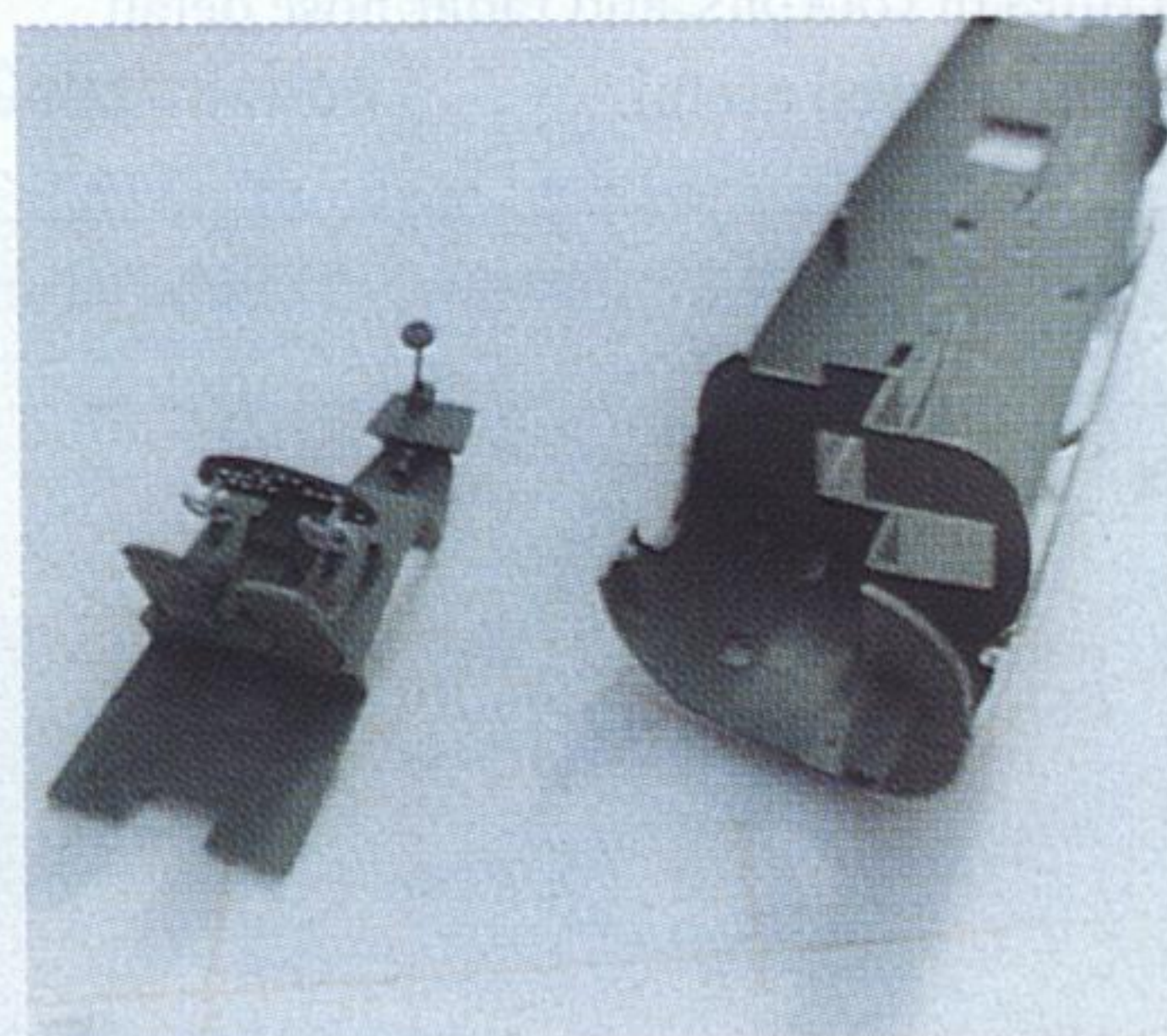
This low-level attack destroyed about forty per cent of the refining capacity of the plant and put another forty per cent

out of action for nearly six months. The cost to the USAAF for this was enormous with 532 aircrew lost and 54 Liberators written off.

It's a bit of an understatement to say that any collection of USAAF model aircraft should include one of these B-24s so I thought I would have a go at a replica using Academy's excellent 1/72nd scale kit.

Even in this scale the very high aspect ratio 'Davis' wing of the B-24 spans 46cm and the model features some well detailed internal compartments including bombs on racks. Lightly engraved surface detail and flash-free components make this an easy model to assemble and decals are provided for 'Blonde Bomber II', a Liberator which actually fell into Luftwaffe hands in 1943.

The B-24 was built in greater numbers than any other aircraft in the USA in WWII and the type operated in various roles in all theatres. RAF Coastal Command operated the Liberator I quite early on and the type was noted for its long range. Gun positions and armament varied somewhat but typical power plants for the B-24 were four 1,200 hp Pratt & Whitney twin Wasp engines giving a maximum speed of about 300 mph at 30,000 feet.



The cockpit interior built up and painted

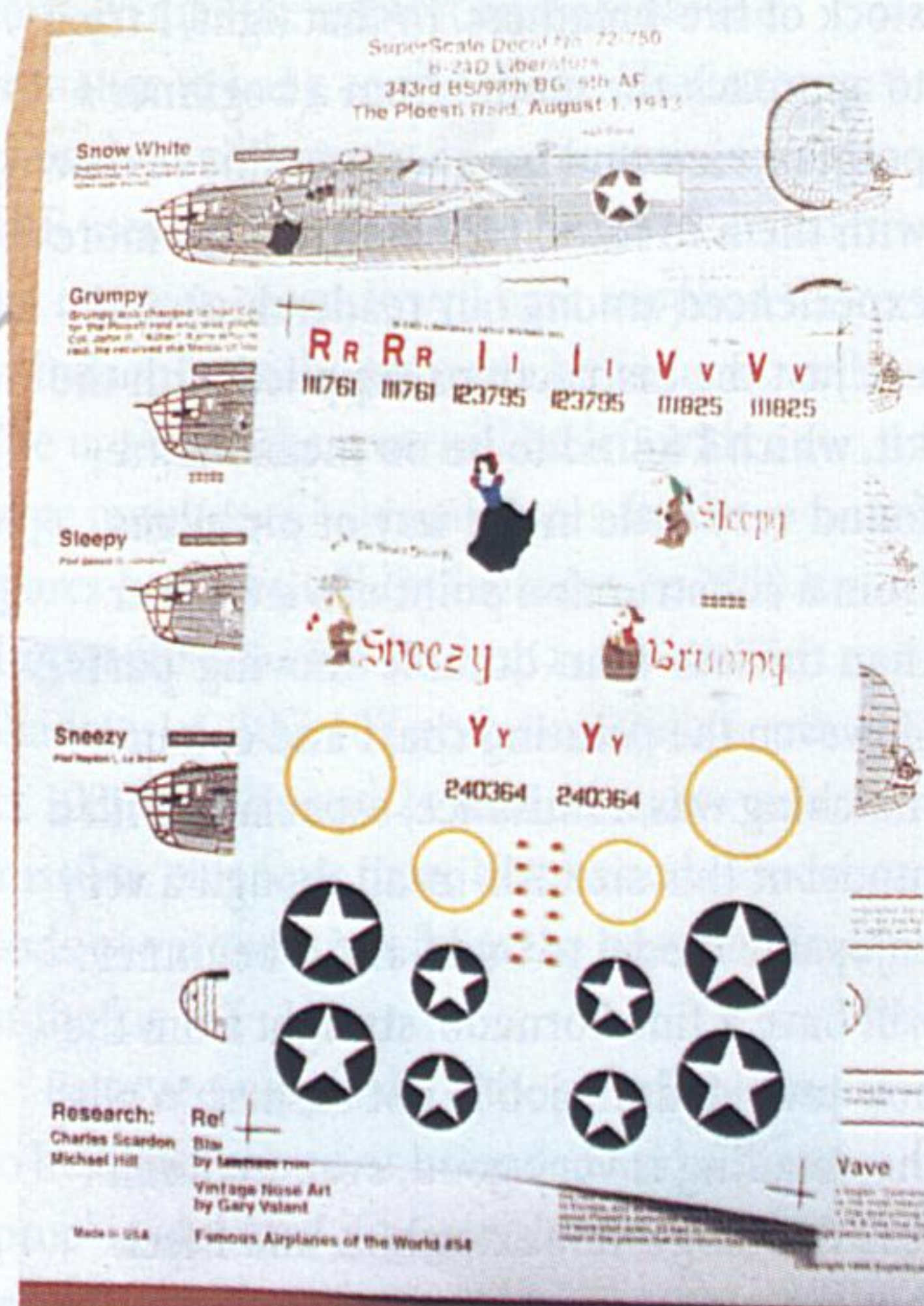
The Kit

Academy's Liberators have been out for some time now but are still of a very high standard. Well packaged in a large box with some colourful art work and several photos of the finished model on the side this impressive start is not let down on studying the well detailed components and 'clear' sprue holding the transparencies. Alternative 'open' or 'closed' bomb bay doors are included and fine details such as

the gun barrels are particularly well done. The nose section is moulded in two separate parts and the main wings join inside in the fuselage by way of four interlocking pegs which give a lot of extra strength and ease of positioning. All components are in light grey and the kit retails at around £19.

The Fuselage

After the customary wash the interior was all painted in chromate interior green as were the bulkheads and cockpit floor. The pilots' seats were installed with the

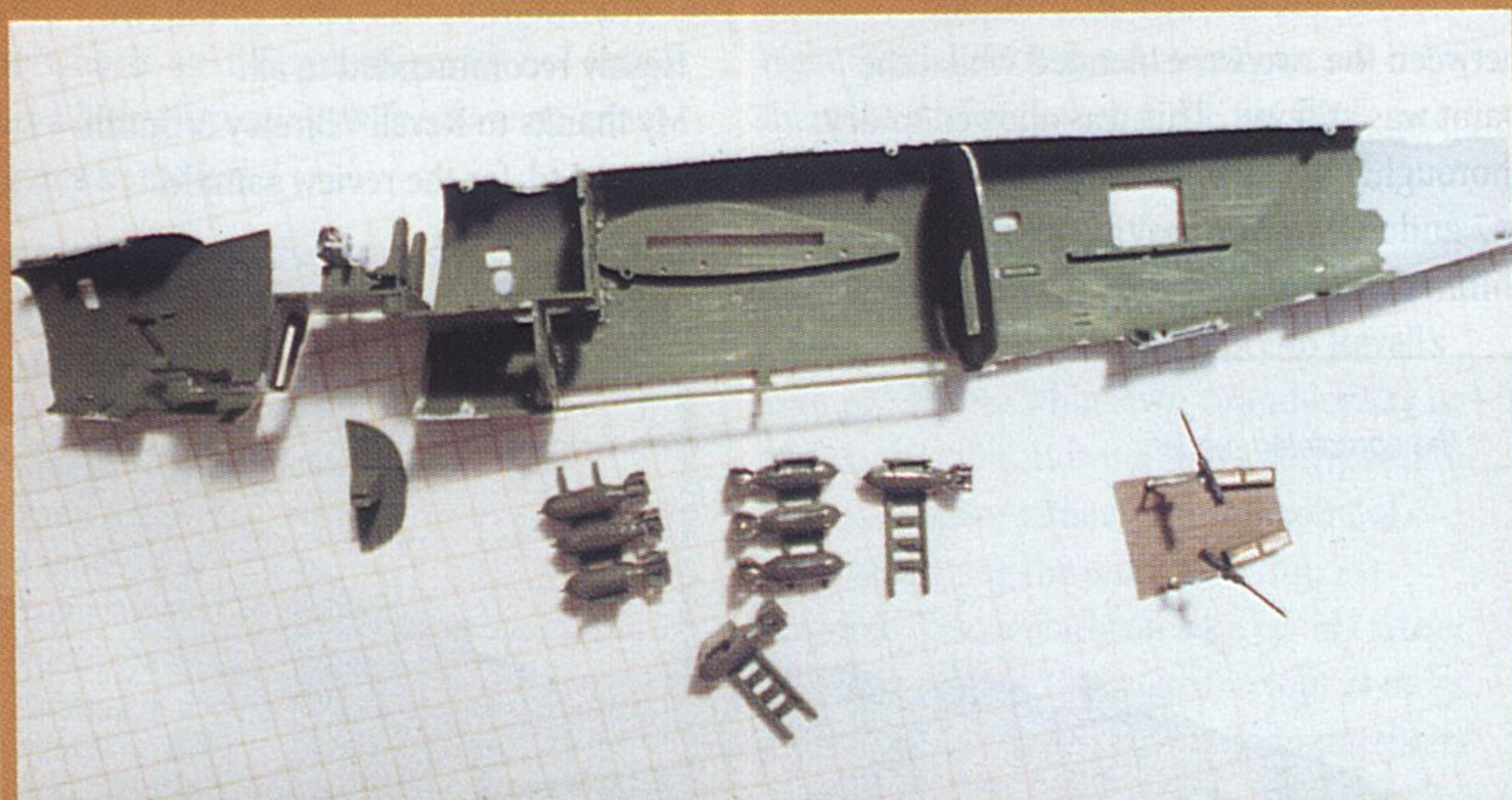


The Superscale decal sheet (72-250)

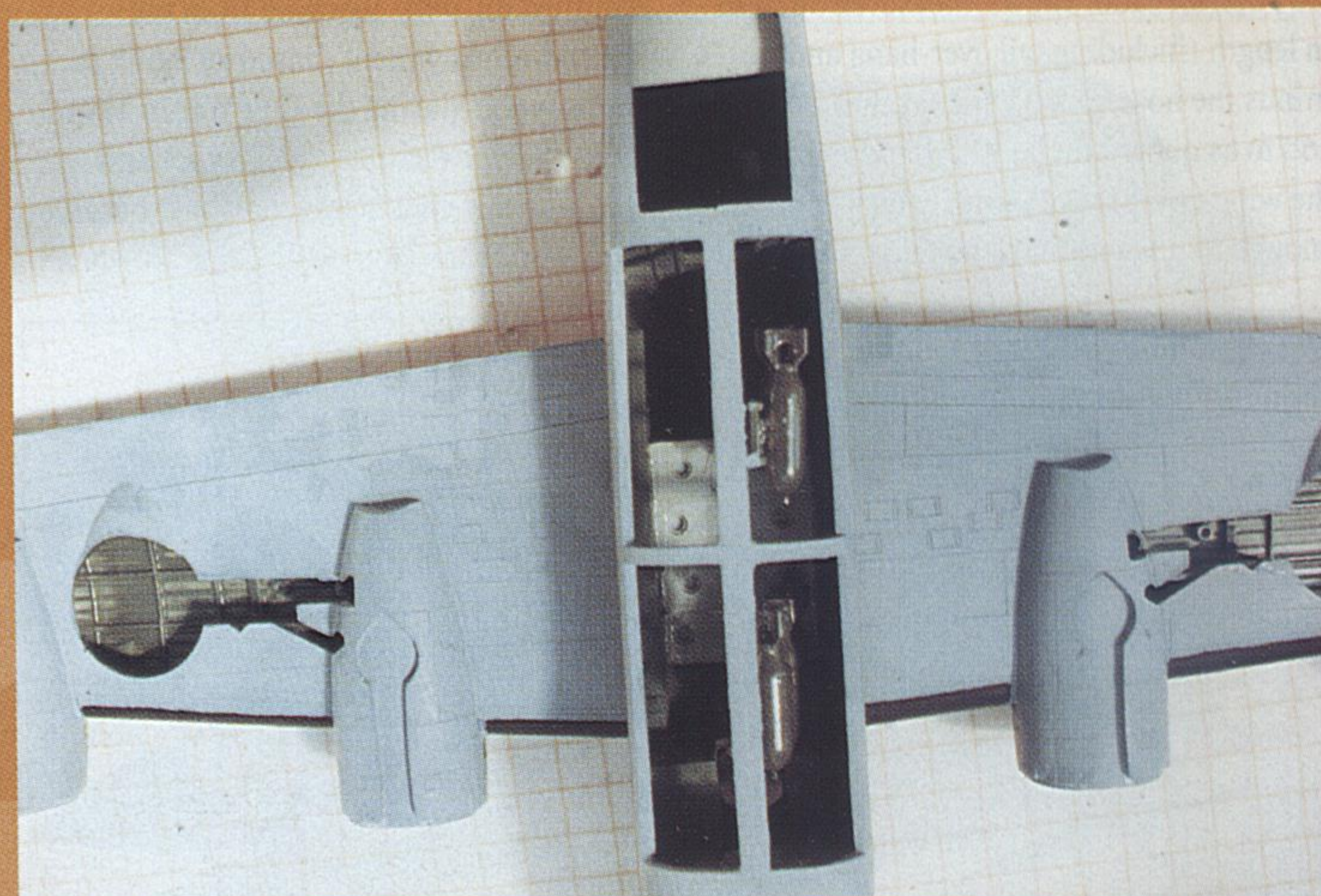
Technical Data

Consolidated B-24D 'Blonde Bomber II'
Manufacturer: Academy
Scale: 1/72nd Price: £18.99
Status: New Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: Raised ✓
Type: Injection Moulded Grey & Clear Plastic
Parts: Plastic 114, Clear 19
Decal Options: 1 (Republic of Korea Air Force, USAF & Israel Defence Force)
Manufacturer: Academy Plastic Model Co., Ltd., 273-64 Suyu-dong, Kangbuk-gu, Seoul, Korea.
Tel: 82-2-908-7000 Fax: 82-2-997-3003
UK Importer: Toyway

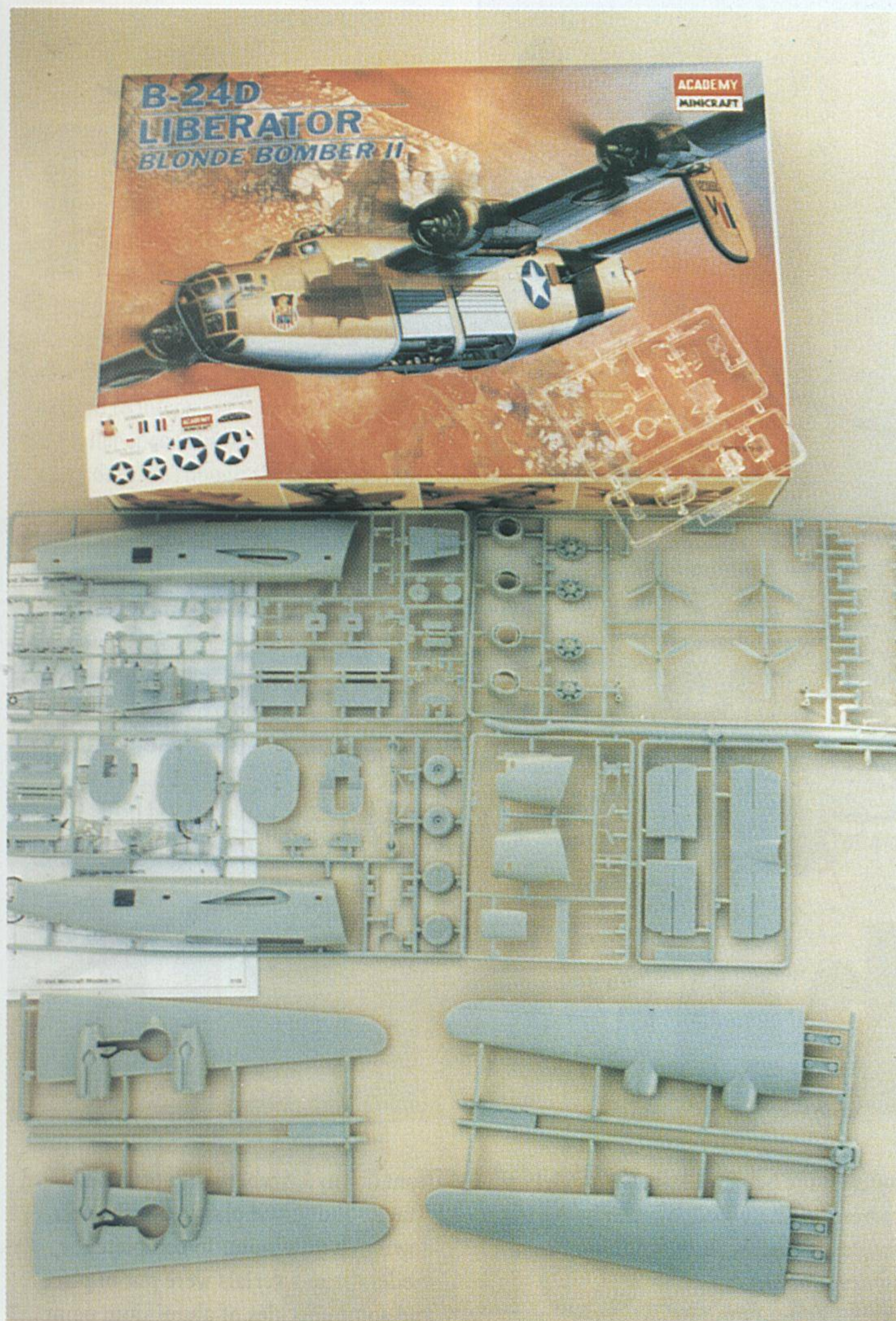
ACADEMY
HOBBY MODEL KITS



The bomb-bay components



A view up into the bomb bay



The kit components

instrument panel and controls and the bomb aimer's sight positioned in the front of the nose floor.

The bulkheads were cemented to the location points with relative ease, thanks to there being no warp on the components. While all of this was drying off, the waist gunners' area was fitted out with two guns on swivel brackets which fit onto the floor, which has moulded ammunition boxes. The location bars for this unit could have been a bit more pronounced so a small tab of plastic card in support might be a good idea. Four bomb racks are provided and eight bombs split in half so a fair bit of

painting and assembly needs doing in the centre section.

By the time these racks are in place the interior is pretty well filled up but then a lot of it is visible on the completed model and the scope it offers for super detailing is tremendous. Both the cabin space behind the pilots and the nose area benefit from any amount of extra work.

Now before the two fuselage component halves are mated the interior window glazing should be fitted, but despite Academy's excellent glazed parts I decided to leave them out and use 'Clearfix' later on the small windows. Since the nose to

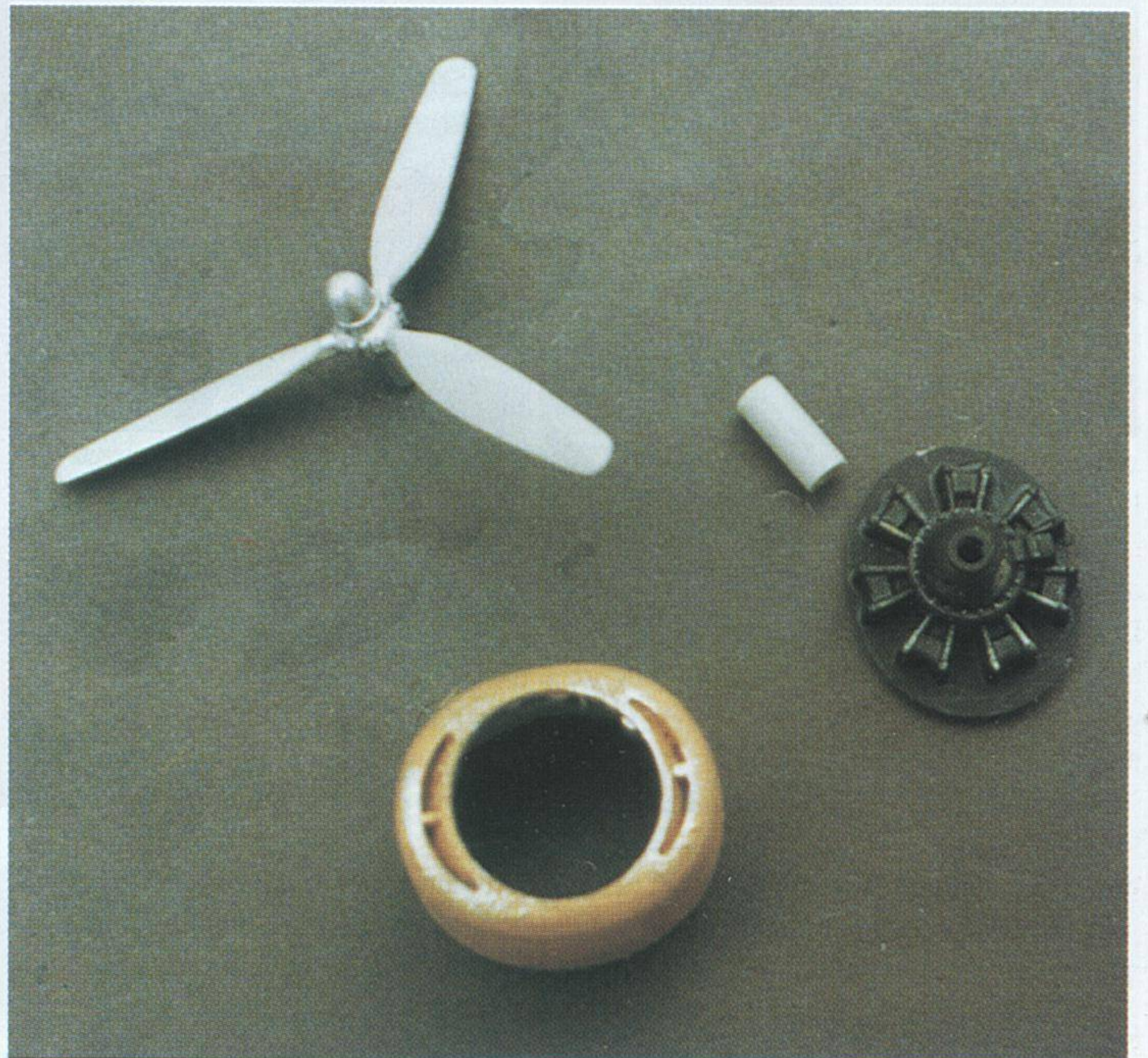
fuselage joint is not guided in any way and is quite simply a butt joint I left it to one side and decided to fit it later also. The exploded-view instruction stages infer that they should be fixed to the respective fuselage halves but there is really quite enough to struggle with to ensure a neat and straight joint.

Unusually the rear and top gun turrets can both be fitted after fuselage joining although neither swivel but could be adapted to do so. Memories of needing two pairs of hands with old Airfix bomber kits

Once all the cement was dry the interior was painted, where required, to cover any remaining bare patches with chromate green and the nose section put in place.

The Wings

These are well detailed on both upper and lower sections and include very realistic ribbed mainwheel bays. Care should be taken cutting the wing components from the sprues since the joint is quite substantial and requires a razor saw to prevent damage.

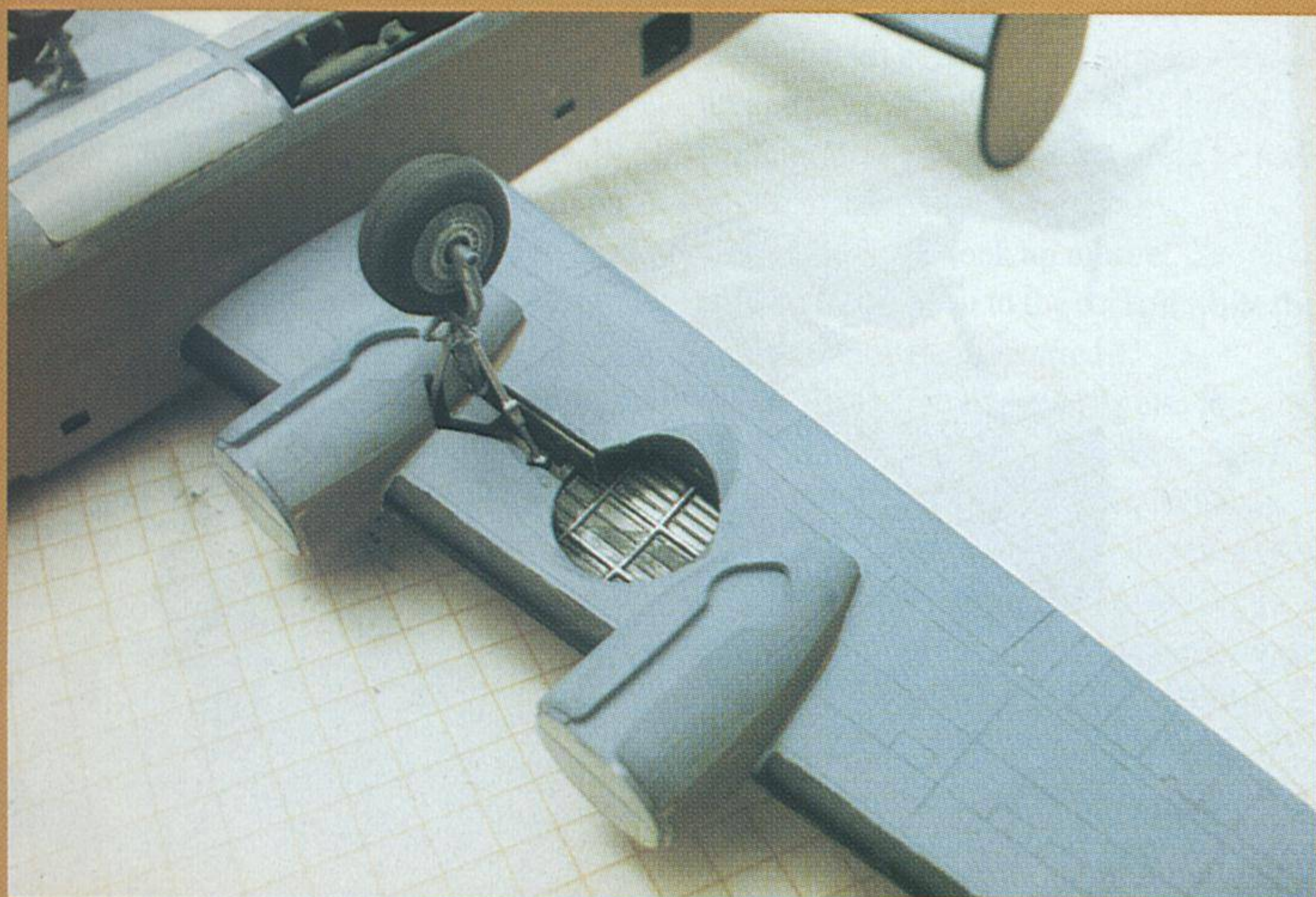


The detail on the engines and propellers is excellent

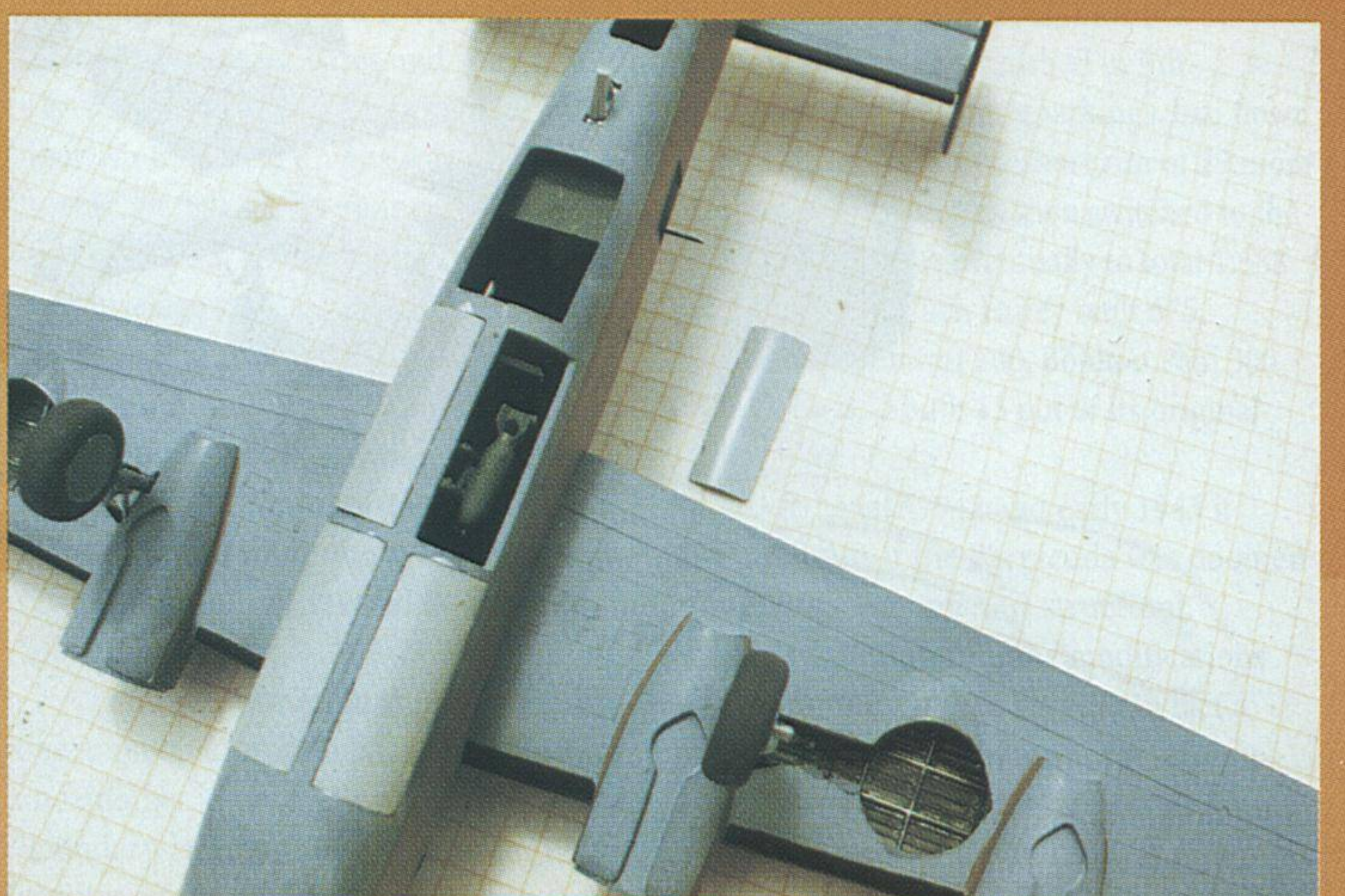
left me with no wish to repeat the struggle. Elastic bands did the trick and there is a lot of scope for running cement along the interior side of the seams thanks to the open nose and bomb bay. Care also has to be taken with the nosewheel bulkhead and bracket which is all cast in one piece. Location bars are provided but the recess is quite shallow so I used some superglue to beef up the strength of the joint. To prevent tail-sitting the compartment between the forward bomb bay bulkhead and the nosewheel should be filled with lead and/or plasticine and this was done before the unit was superglued in place.

Upper sections were then painted in matt sand and the lower in medium grey and joined when dry. The leading edges were then taped off and painted matt black to represent the de-icing panels.

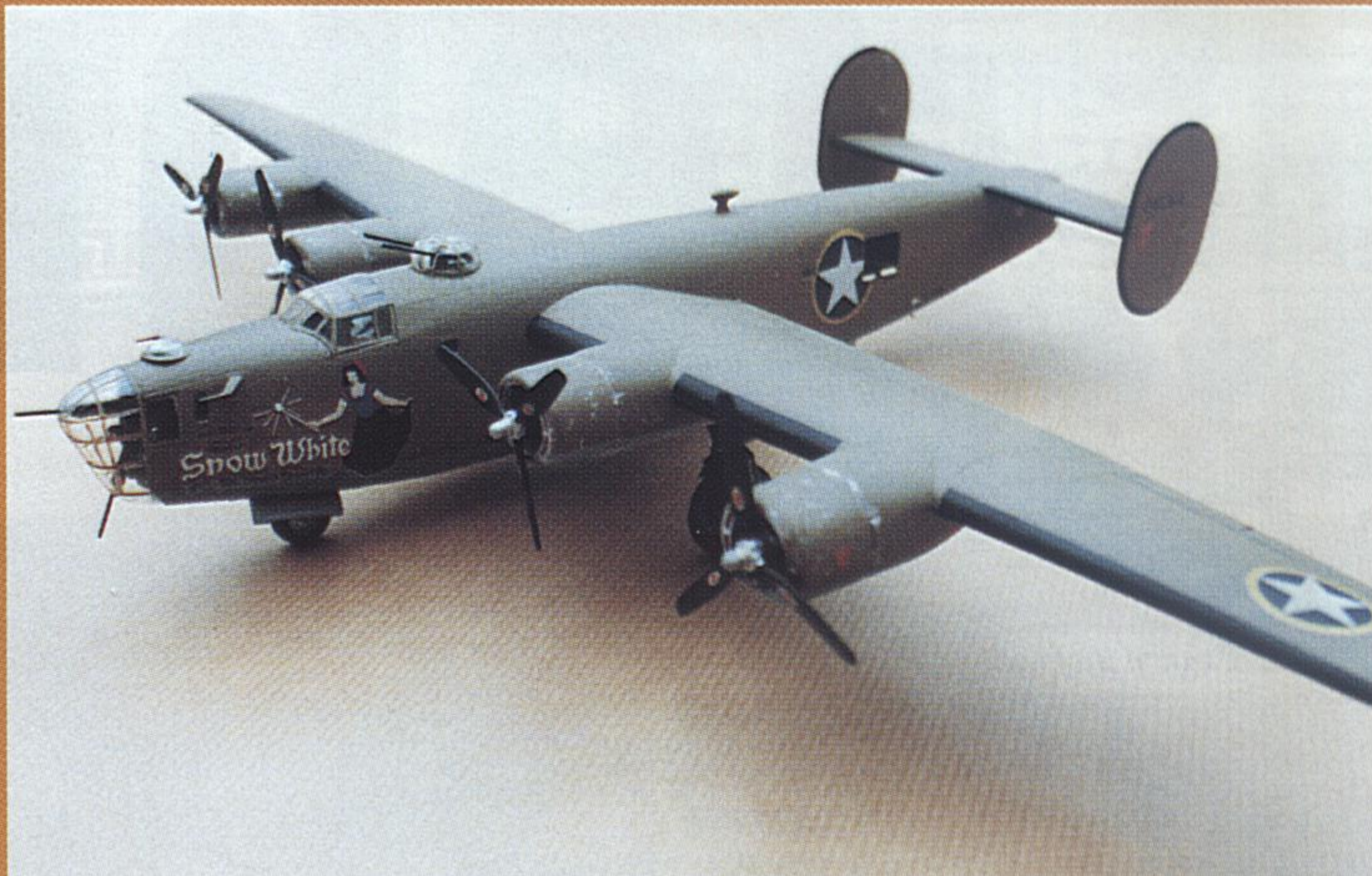
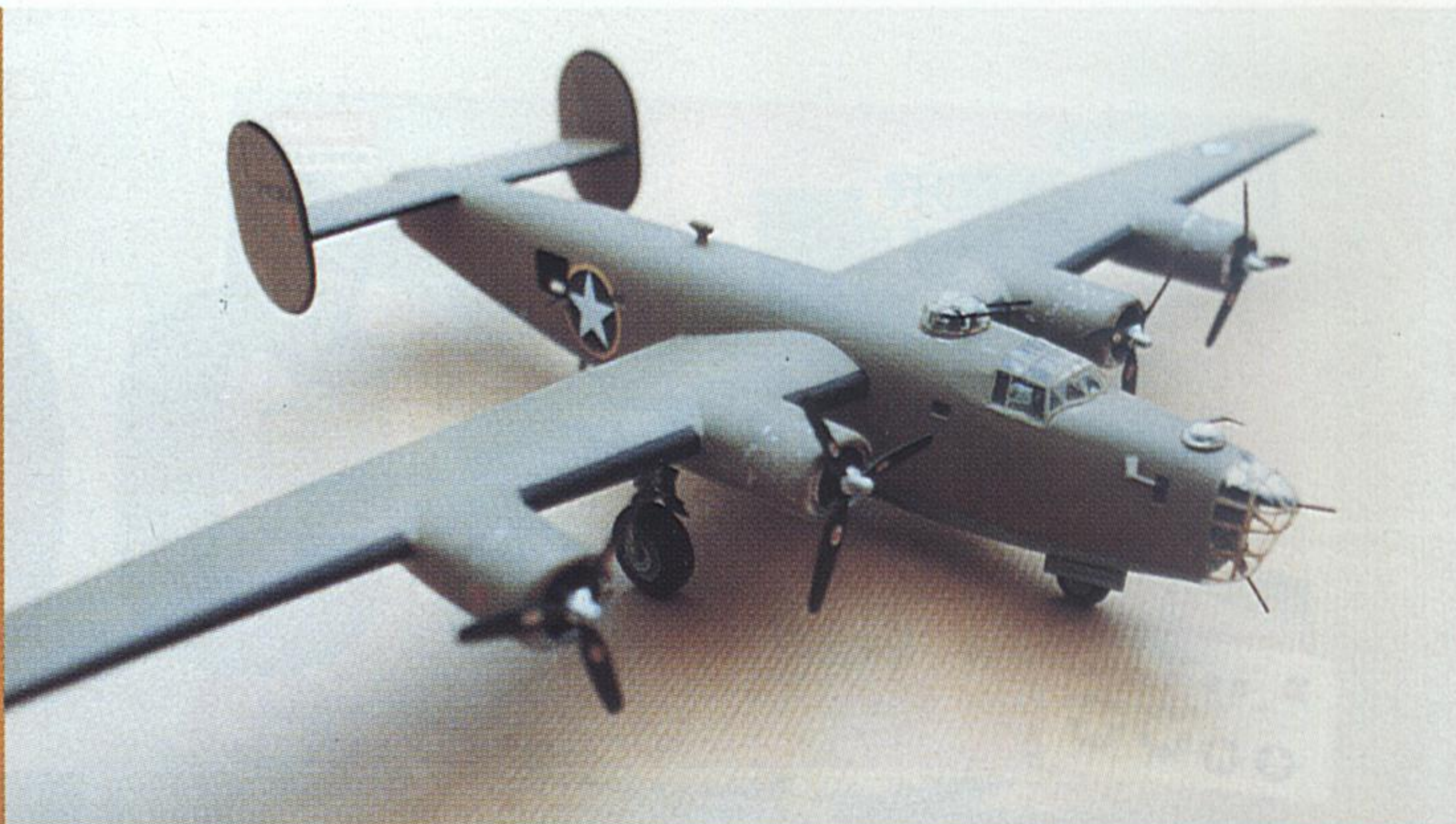
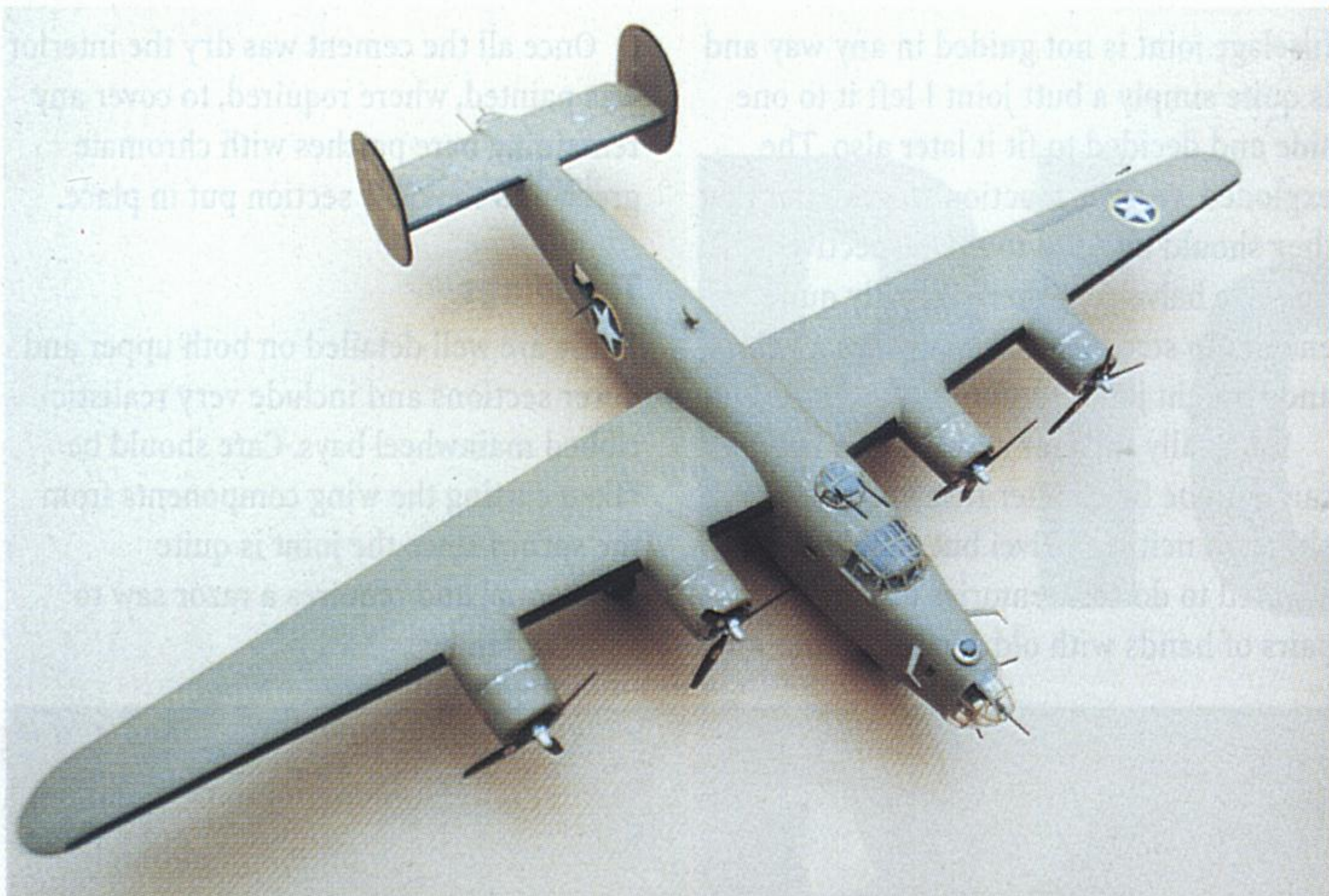
All joints in the area of the four engine mountings required some filler and this is best done before any engine cowlings are put in place. Each wing was then inserted in the recessed fuselage aperture after application of a small amount of cement. The staggered location bars smoothly interlocked inside the fuselage with just enough friction to make a firm joint and then all four bars were cemented together



The starboard undercarriage leg in position



Fitting the bomb doors



to form a solid unit. The model was set aside to dry thoroughly before a small amount of filler was applied to the top fuselage joint where required and then sanded smooth. The model was wiped down with a small amount of enamel thinners to clean the surface and then the fuselage was painted matt sand and taped off for the underside in medium grey.

The tailplane and rudders were next made up and painted and then cemented in place and the bomb bay doors fitted.

Undercarriage

The main gear locates well and is sturdy enough for the model with good location points in the wheel bay. The same cannot be said for the nose gear which has no direct fixing point and relies solely on the application of cement to the nosewheel leg which sits in a semi-circular trough, this being moulded to a forward bulkhead.

Not much can be done about this without a lot of scratch building so I stayed with the design but used superglue for fixing.

Once all wheels are in place and the model is placed on them the tail goes straight down with no hesitation. The CofG is well aft and with such a narrow-based tricycle undercarriage forward the model requires a LOT of nose weighting.

With so many open apertures this is not too much of a problem but after considerable packing in odd places nothing was still happening. The engine cowlings were all packed with small lead weights and fitted in desperation but still the tail sat. Finally, I used some curtain weighting which outwardly resembles tiny parachutes packs and cemented them in the nose. If this had failed then a tail prop would have had to be fitted but the balance had then been tipped and the nosewheel

touched the bench at last. The model correspondingly looked much better but it feels as though scale weight has been achieved as well!

Decals and transparencies.

All the fuselage windows were filled with Humbrol Clear Fix and the gun turrets put in place. The forward fuselage was varnished and the 'Snow White' decal applied which brightened things up considerably along with the rest of the codes and stars on the wings.

Also, at this late stage I cut out some window apertures in the lower rear fuselage and filled them with ClearFix and fixed a gun in the rear fuselage aperture.

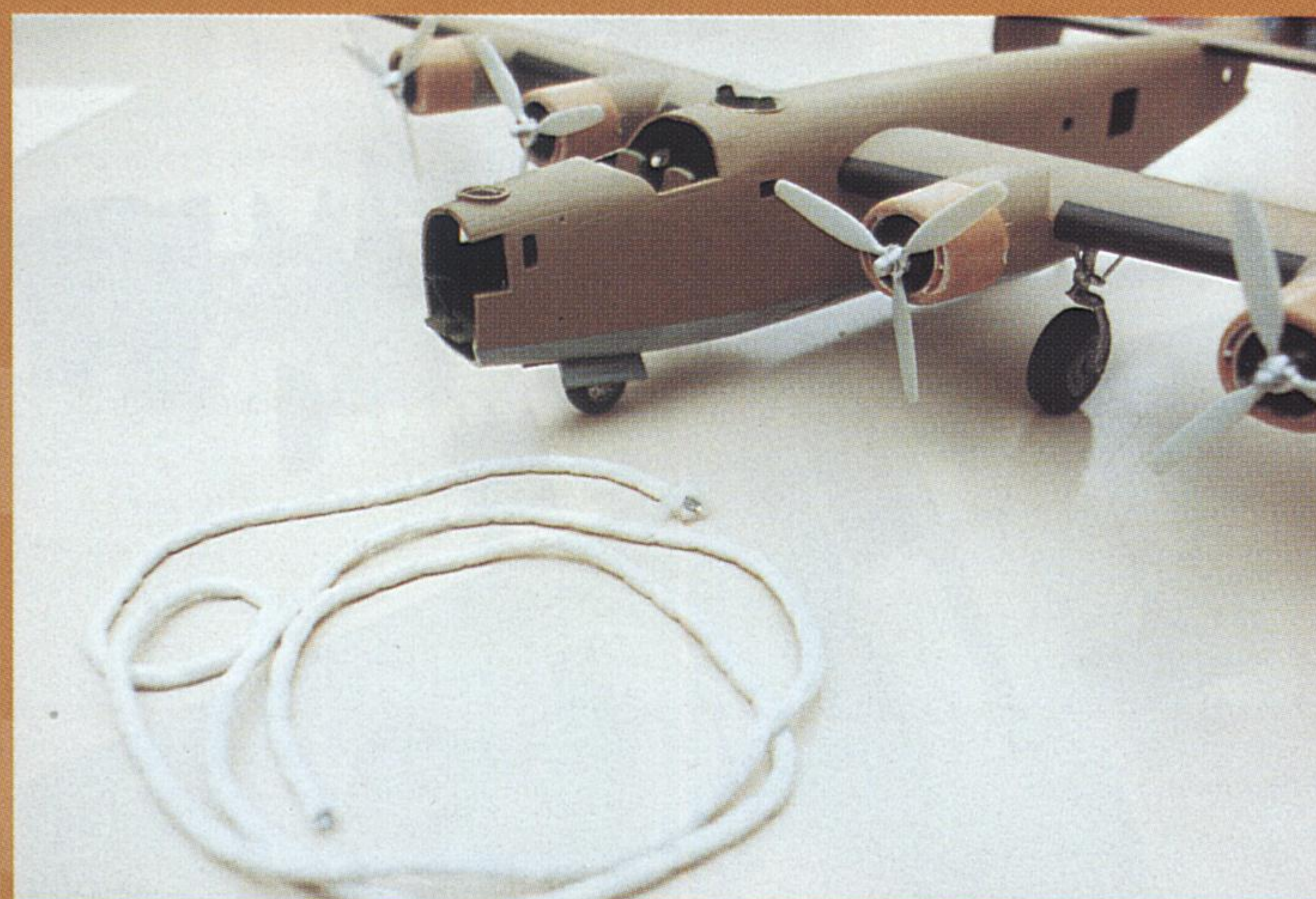
The cockpit canopy was next put in position and painted, as was the large nose section transparency with its machine guns fixed in place. The canopy had an unfortunate moulding mark in the

front on my kit where the sprue had been attached but some plastic polish got it down to a minimum. To complete the model various aerals were put in place and some speckles of aluminium paint put around the engine cowlings and control surfaces. The decals all went on well and later were sealed with matt varnish where required.

Conclusion

These Academy Liberators are well detailed and easy to assemble despite some minor problems. An Eighth Air Force B-17 would make a good companion to 'Snow White' which sadly was one of the aircraft that failed to return from this 'all Liberator' Ploesti raid.

Colin Peck

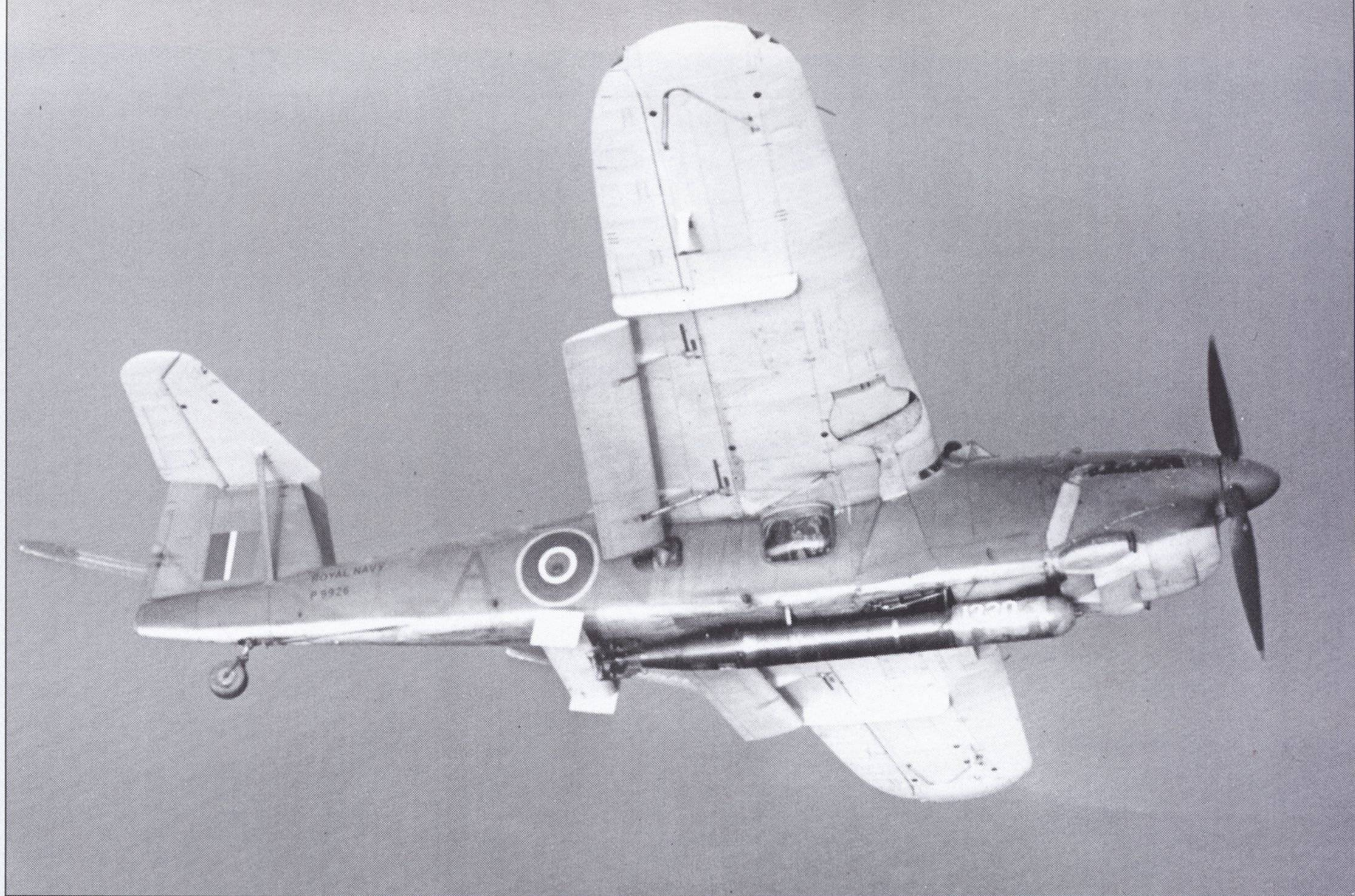


Curtain weighting line was used to get the model to sit on its undercarriage

Painted and decalated, but devoid of the forward glazings

The Admiralty's requirement for a new Torpedo-Bomber-Reconnaissance (TBR) monoplane was issued as early as May 1937, when the type it was intended to replace, the Fairey Albacore, had not as yet been built. In October, Specification S.24/37 was circulated to interested aviation companies while fuller specifications followed on January 6, 1938. Though six designers replied, it was Fairey's design which was accepted as most suitable, being rewarded with an order for two prototypes in July of that year. This aircraft featured a shoulder-high monoplane layout and fully retractable undercarriage, and was to be powered by a 1,200hp Rolls-Royce Boreas engine (popularly known as the 'Exe').

Fairey assigned the design of its Type 100 to Marcel J.O. Lobelle, assisted by R.T. Youngman. They faced no easy task as



Fairey Barracuda P9926/A of 810 Squadron, embarked on HMS Illustrious, shows off its torpedo-carrying capability, although this weapon was rarely carried (Fairey Aviation Ltd)

Unloved & Unsung

The Fairey Barracuda

S.24/37 featured some nearly-impossible requirements: auto-pilot, 90° clearance of vision on either side for the observer, fuselage width limited to catapult trolley size and all the standard paraphernalia of carrier-borne aircraft. Luckily, a request for the installation of a Boulton-Paul four-gun turret was soon withdrawn. Their Lordships felt Fairey's offer was secure enough so that an 'off-the-drawing-board' order could be confirmed in August 1939 for 25 examples, without awarding prototype development to any of the other contenders as back-up.

When Rolls-Royce decided against further development of the Boreas, Fairey had to turn to a Merlin replacement for its new design which, by then, had been named Barracuda; originally the Merlin VIII was chosen (later changed to the Merlin 30) which meant an increase in weight and an extensive redesign of the forward fuselage. Moreover, a slowdown on prototype construction was ordered in the summer of 1940 as the Ministry of Aircraft Production tried to concentrate all production efforts on existing types. Admiralty pressure ensured a revival of the project, which re-entered Fairey's schedule of work on August 19, enabling the first prototype (P1767) to perform its first flight on December 7 from Great West Aerodrome, piloted by C.S. Staniland, the company's chief test pilot.

The Barracuda Described

Lobelle's design emerged as a cantilever, shoulder-wing monoplane of all-metal

Just after 0300 hrs on April 3, 1944, Barracudas from 827 and 830 Squadrons rumbled down the flight deck of HMS Furious on their way to Kaa Fjord in Northern Norway where the *Tirpitz* lay at anchor. This operation was to earn Fairey's angular sea-borne dive-bomber a brief claim to fame, but was to remain largely unliked for the rest of its career and quickly forgotten afterwards. Richard J Caruana takes the cue from the recent release of a new kit to describe and illustrate an aircraft which, in many ways, was an unsung hero.

stressed-skin construction featuring the notable 'Youngman' flaps which acted as separate aerofoils providing additional wing area when in the normal position, additional lift at 20° setting for take-off and lift and drag when fully extended during landing. Moreover, these flaps could be set at -30° to act as dive-brakes.

The Merlin 30 took up most of the forward fuselage up to the cockpit while the unusually designed, inverted 'L' undercarriage retracted partly into the fuselage sides and partly into the wings. A three-man crew was housed under a long glazed canopy which afforded excellent visibility to the pilot. The observer sat just aft, blessed with just as good sideways and downwards view through a bulged bow window on either side, though forward vision was nil. The radio operator/gunner sat in the far end of the cockpit on a rotating seat and was provided with twin Vickers 'K' guns; to use this defensive weapon the

gunner had to raise the rear end of the canopy and slide aft a section of the fuselage top panel.

The rearmost section of the fuselage housed stowage for flares and smoke floats which were launched via a chute in the floor. An inflatable dinghy was stowed further aft, which the gunner could release via an external lanyard crudely taped to the port fuselage side. An arrestor hook was provided for carrier deck landing and the tailwheel was of the fixed, fully castoring type. Originally, the horizontal tailplane was fitted at the fuselage-to-fin junction; this had to be raised due to buffeting as a result of turbulence created by the Youngman flaps.

All fuel was carried in the wings, with one main tank in the inboard fixed section and another in the folding section. Boundary-layer fences were fitted, again to counter effects from the flaps when used as dive brakes. An unusual feature was the

installation of retractable V-shaped rails under the wings to aid ground handling.

Development and Production

On May 18-19 1941, P1767 performed its deck trials in its original form with 778 Squadron on board the brand-new HMS *Victorious* while the second prototype's (P1770) first flight was postponed to June 29 so that its tail surfaces could be fitted with the high-position tailplane. P1767 was similarly modified soon afterwards and in October it went to the Aeroplane & Armament Experimental Establishment at Boscombe Down for handling trials, where it proved to be overweight due to the installation of additional equipment and strengthening of the airframe. While the anticipated maximum speed of 250mph was attained, take-off was extremely slow and it seemed to take ages to climb to a decent altitude.

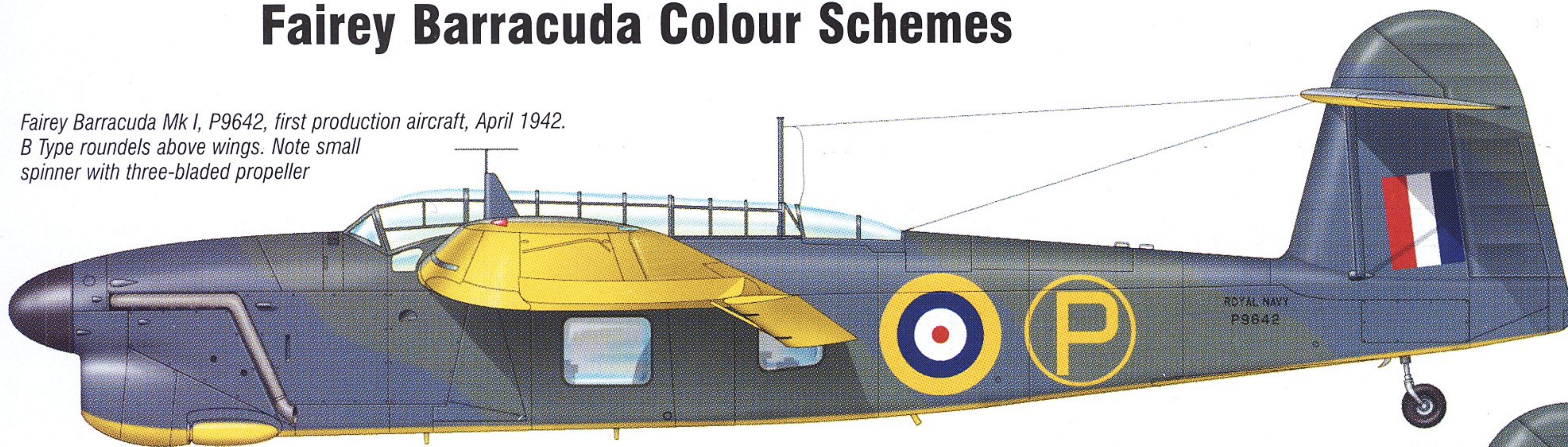
This could only be remedied by an increase in power. A Merlin 32 of 1,640hp driving a four-bladed propeller instead of the original three-bladed one was installed in P1767, which in this form became the prototype for the Barracuda Mk II. It flew for the first time on August 17, 1942 displaying improved take-off characteristics, though performance in general remained unchanged.

By May, the first production Mk I (P9642), unusually finished in full prototype colours and markings, had flown and was followed by a short run of 29 more examples. Production then switched to the Mk II, which was eventually to total 1,688 examples, of which Fairey built 675, Blackburn Aircraft 700, Boulton Paul 300 and Westland built 13 out of its original allocation of 245.

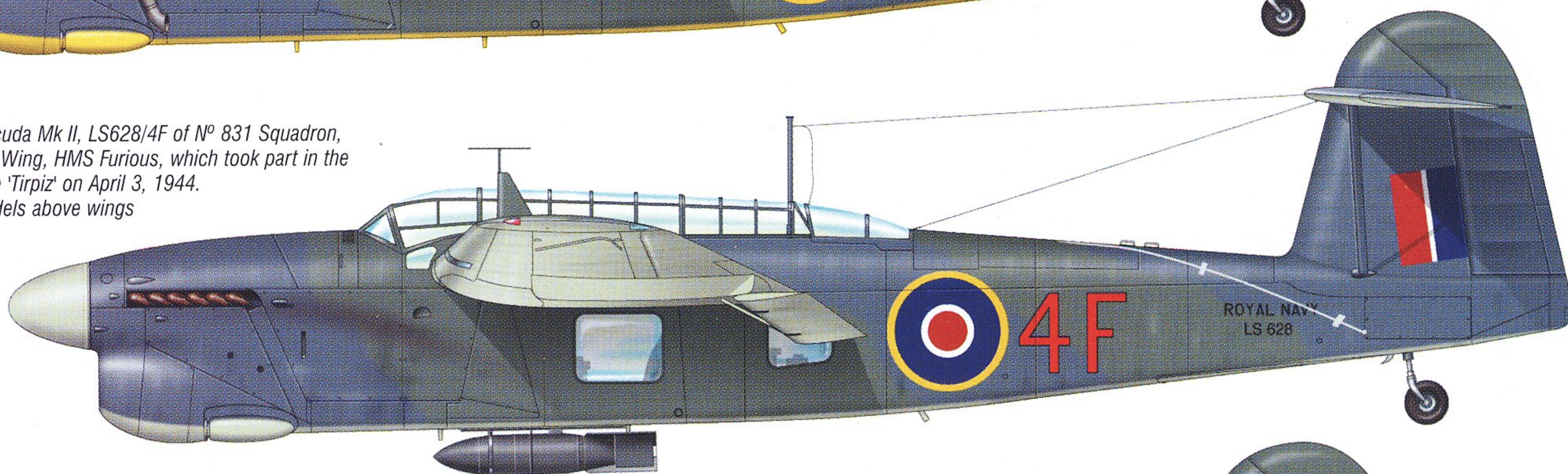
During late 1942 and early 1943 it appeared as if the Barracuda was doomed to failure, as numerous structural, aerodynamic and engine modifications delayed its entry into service. In fact a Parliamentary campaign advocated the termination of the programme. Naval aircrew faced a difficult re-training programme, finding the new monoplane quite a handful compared to their previous

Fairey Barracuda Colour Schemes

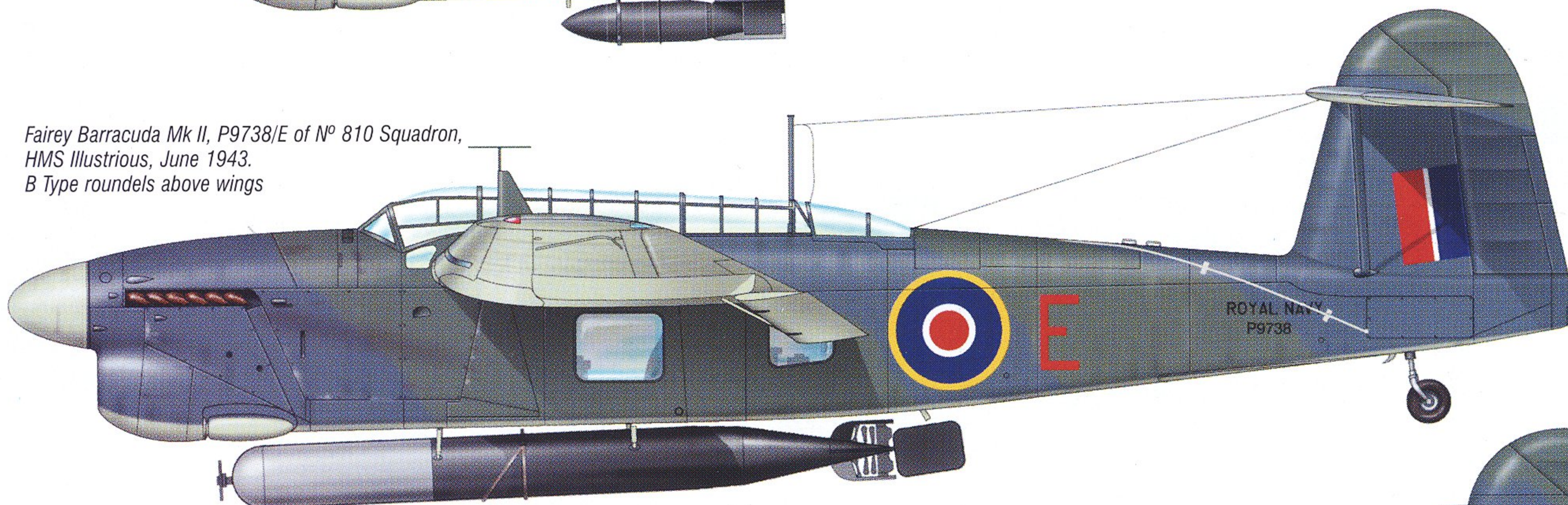
Fairey Barracuda Mk I, P9642, first production aircraft, April 1942.
B Type roundels above wings. Note small spinner with three-bladed propeller



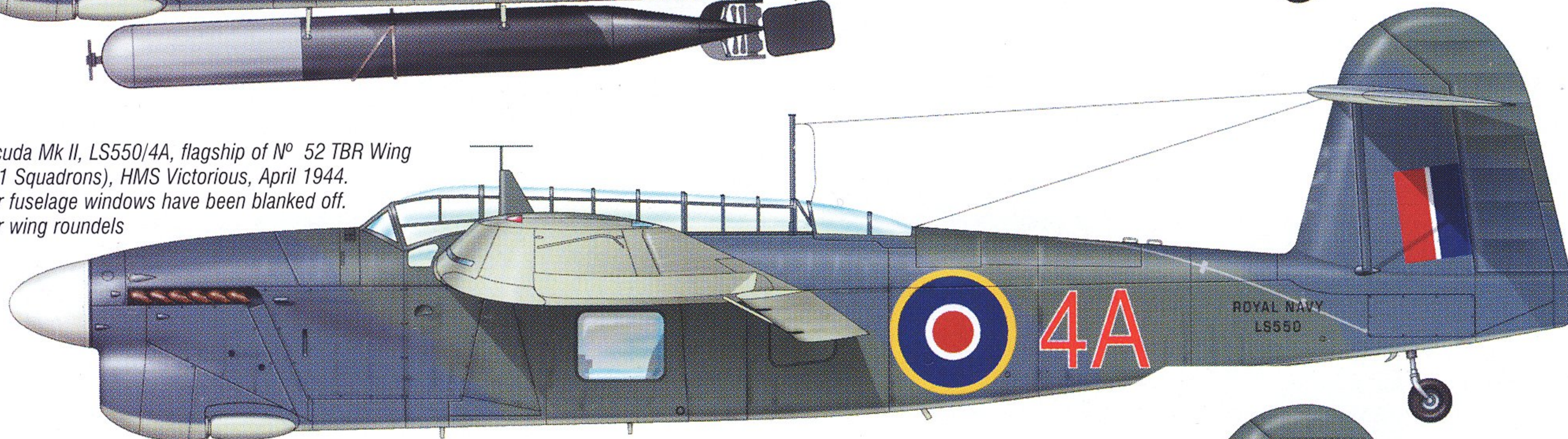
Fairey Barracuda Mk II, LS628/4F of N° 831 Squadron, N° 52 T.B.R. Wing, HMS Furious, which took part in the attack on the 'Tirpiz' on April 3, 1944.
B Type roundels above wings



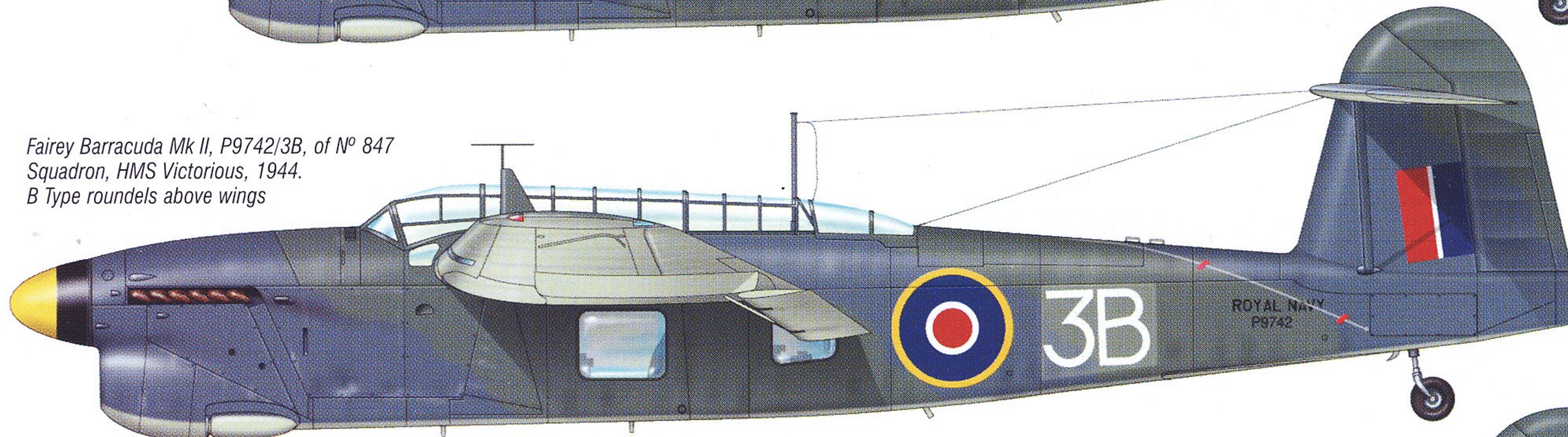
Fairey Barracuda Mk II, P9738/E of N° 810 Squadron, HMS Illustrious, June 1943.
B Type roundels above wings



Fairey Barracuda Mk II, LS550/4A, flagship of N° 52 TBR Wing (829 and 831 Squadrons), HMS Victorious, April 1944.
Note the rear fuselage windows have been blanked off.
Type B upper wing roundels

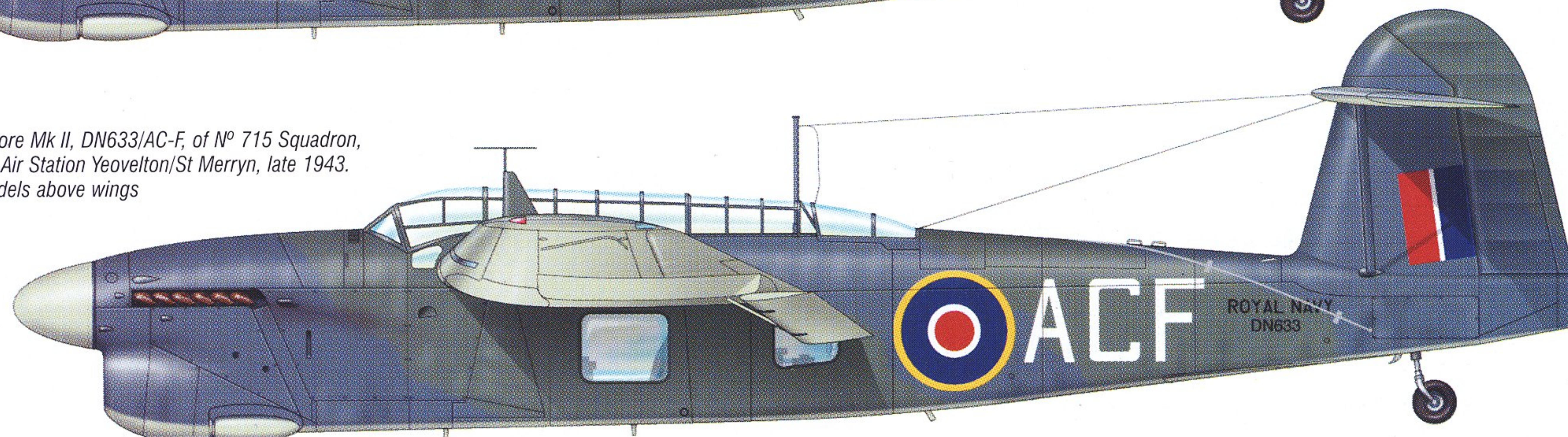


Fairey Barracuda Mk II, P9742/3B, of N° 847 Squadron, HMS Victorious, 1944.
B Type roundels above wings



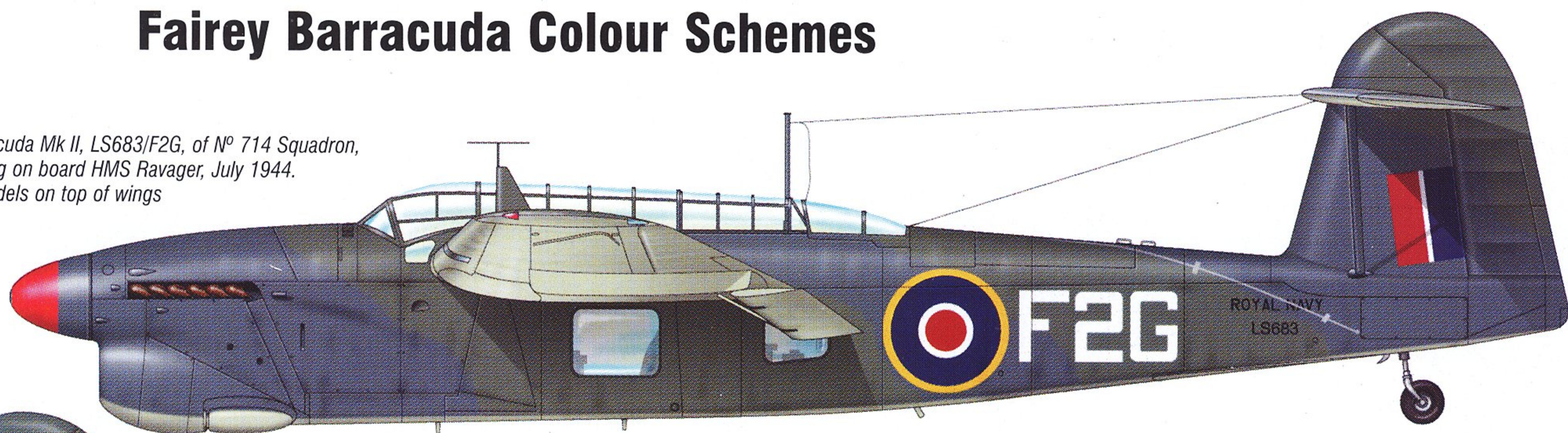
Scale: 1/72

Fairey Albacore Mk II, DN633/AC-F, of N° 715 Squadron, Royal Naval Air Station Yeovilton/St Merryn, late 1943.
B Type roundels above wings

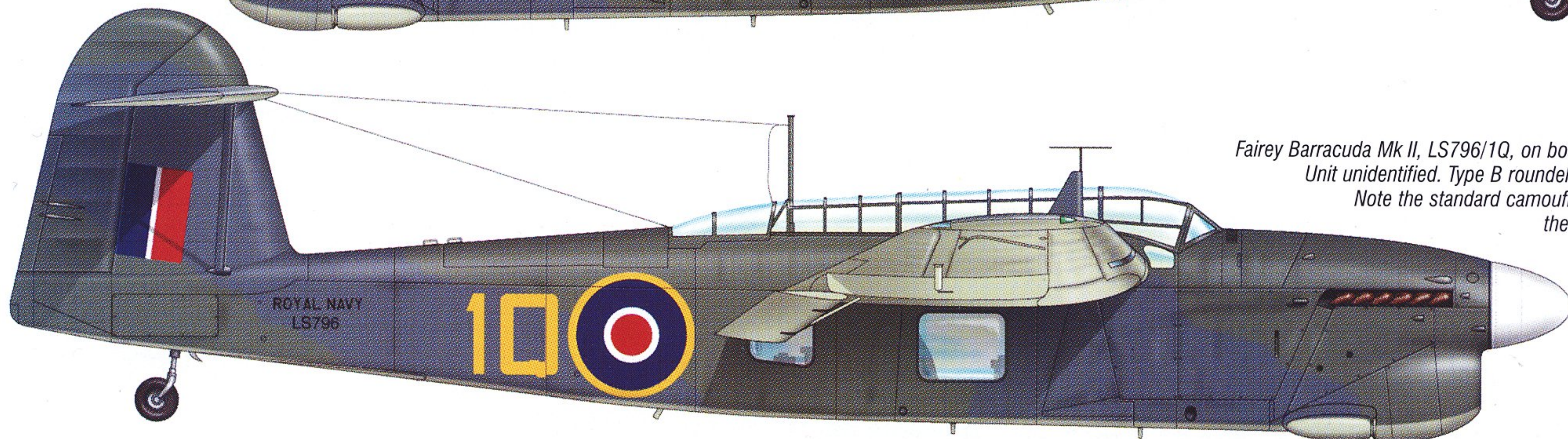


Fairey Barracuda Colour Schemes

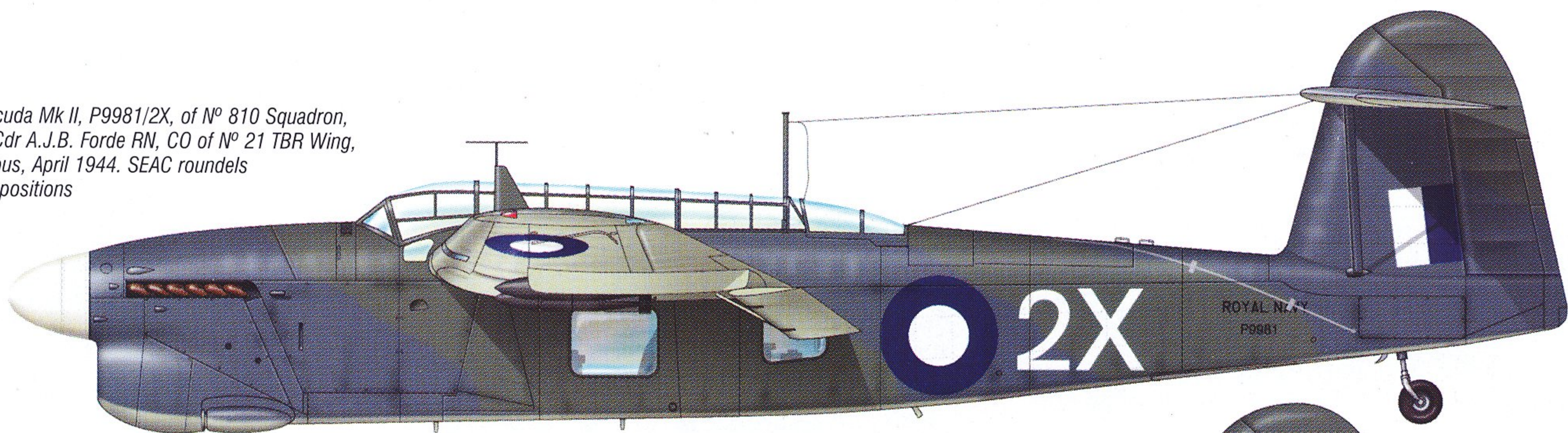
Fairey Barracuda Mk II, LS683/F2G, of N° 714 Squadron, while training on board HMS Ravager, July 1944. Type C roundels on top of wings



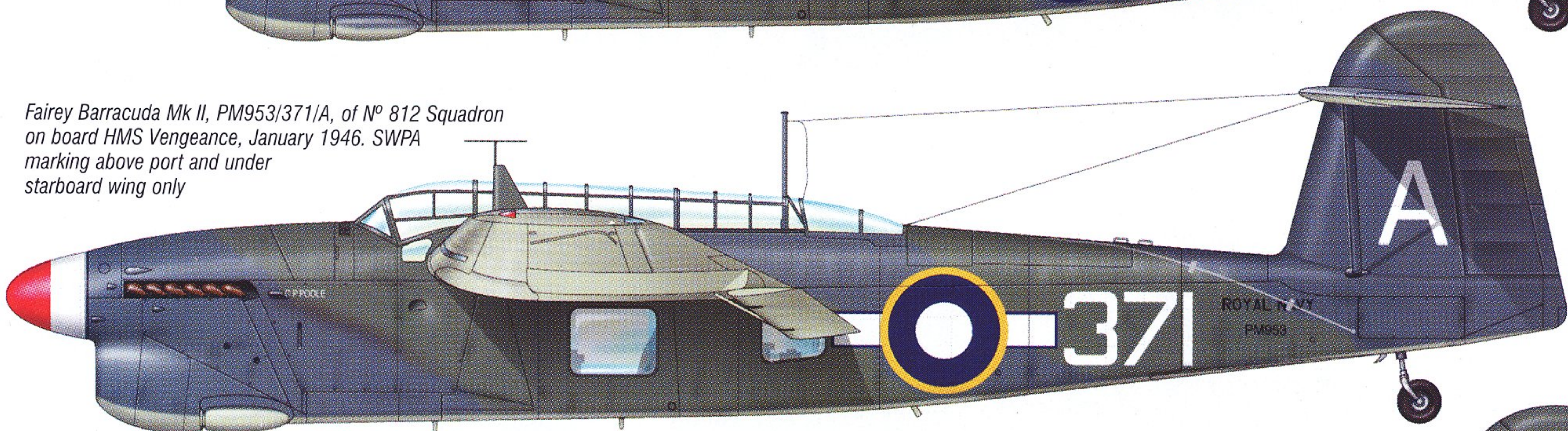
Fairey Barracuda Mk II, LS796/1Q, on board HMS Glory. Unit unidentified. Type B roundels above wings. Note the standard camouflage pattern for the starboard side



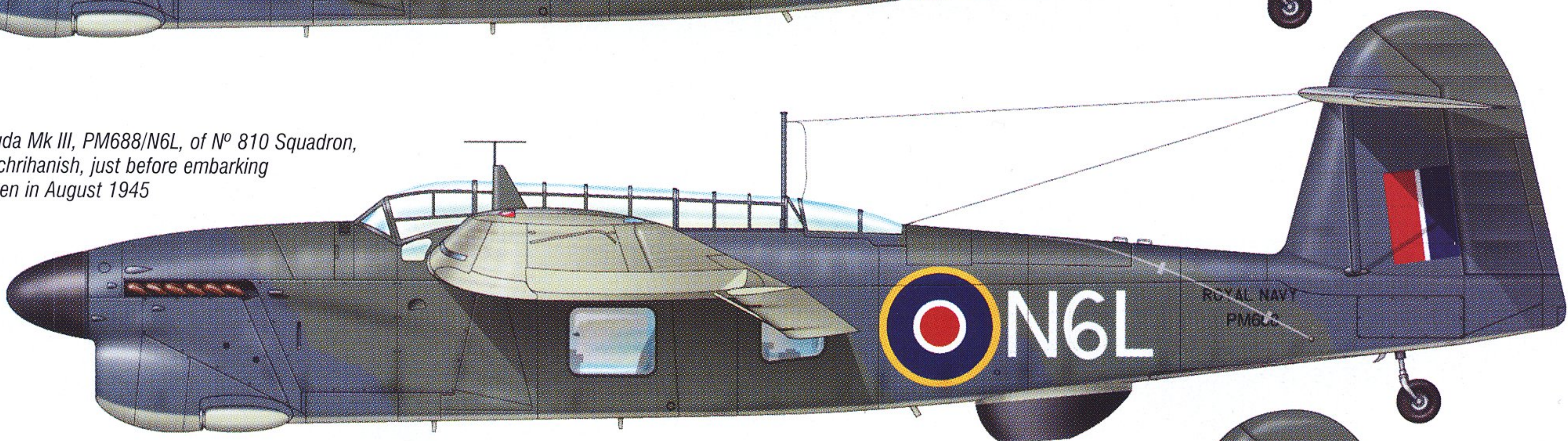
Fairey Barracuda Mk II, P9981/2X, of N° 810 Squadron, flown by Lt Cdr A.J.B. Forde RN, CO of N° 21 TBR Wing, HMS Illustrious, April 1944. SEAC roundels in four wing positions



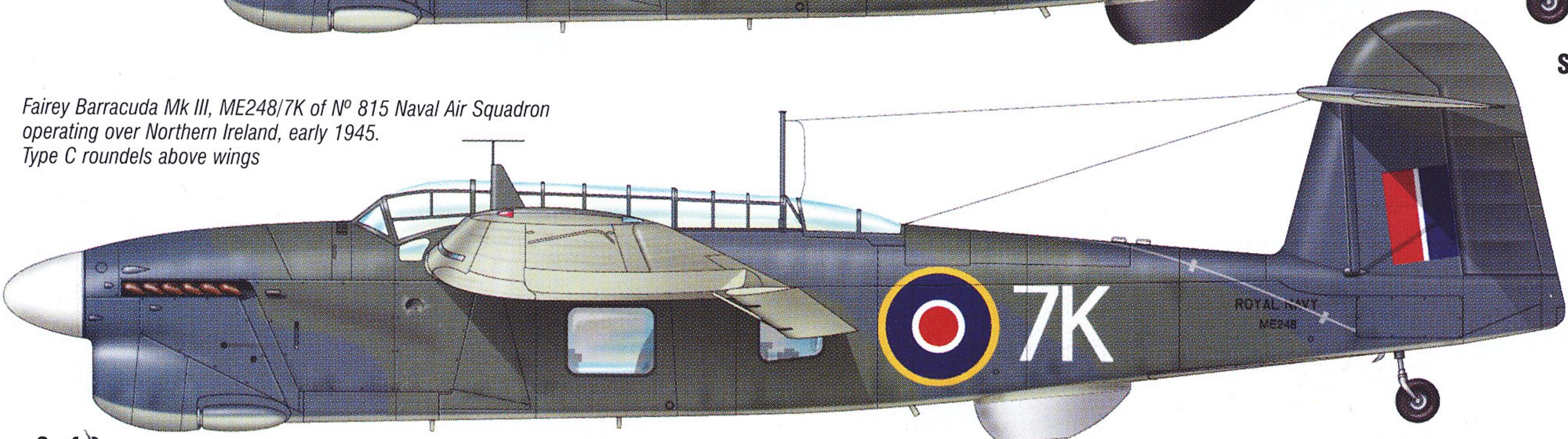
Fairey Barracuda Mk II, PM953/371/A, of N° 812 Squadron on board HMS Vengeance, January 1946. SWPA marking above port and under starboard wing only



Fairey Barracuda Mk III, PM688/N6L, of N° 810 Squadron, based at Machrihanish, just before embarking on HMS Queen in August 1945



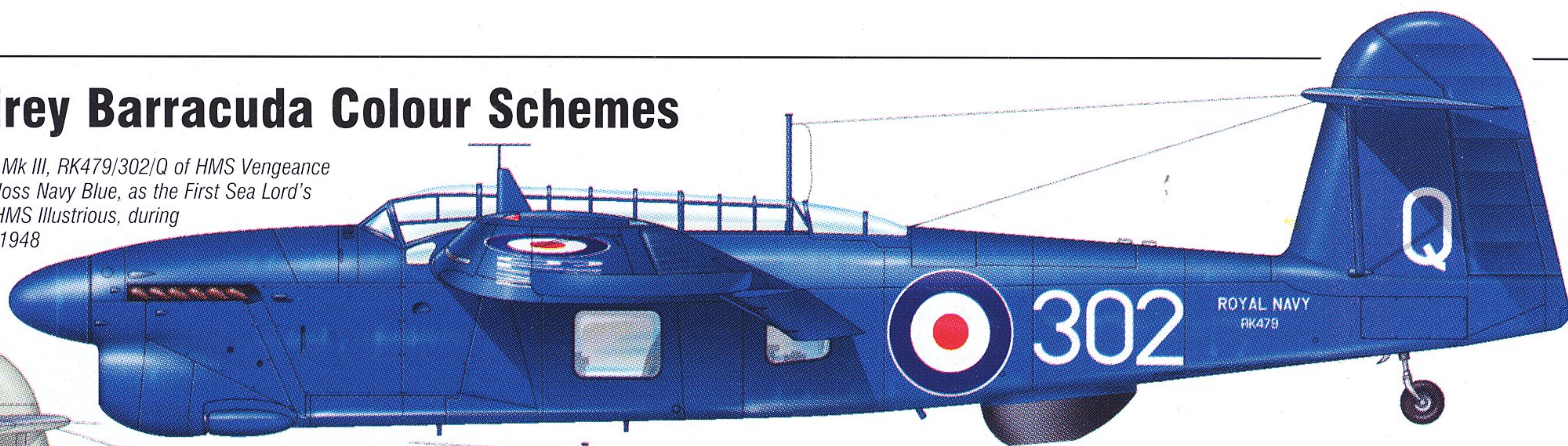
Fairey Barracuda Mk III, ME248/7K of N° 815 Naval Air Squadron operating over Northern Ireland, early 1945. Type C roundels above wings



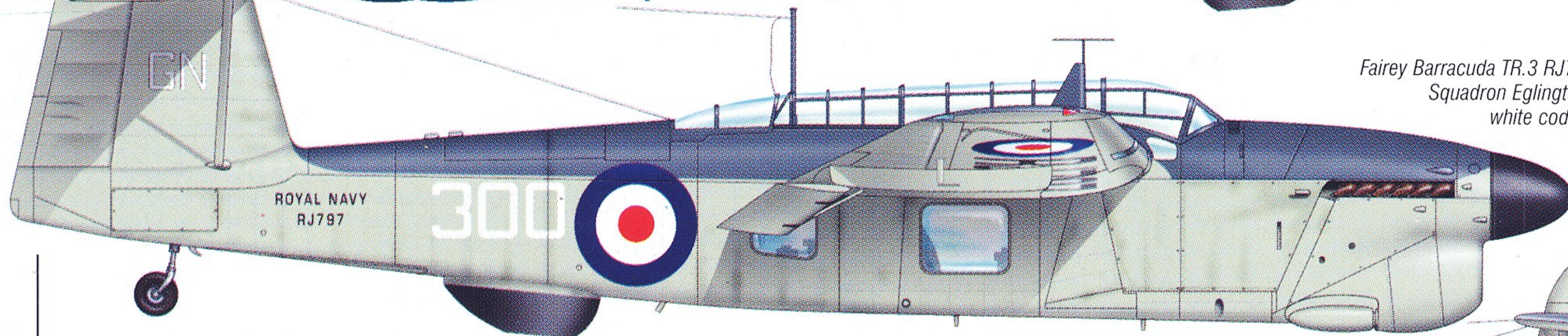
Scale: 1/72

Fairey Barracuda Colour Schemes

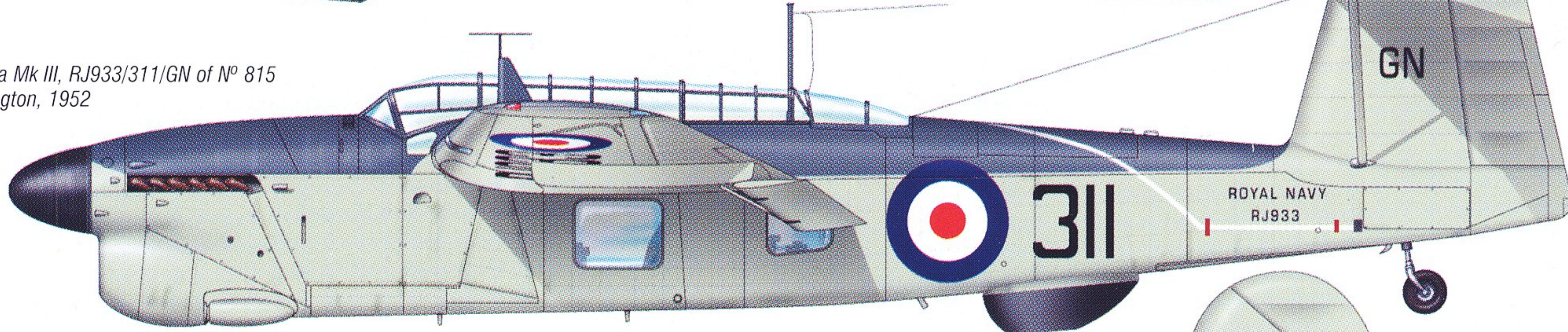
Fairey Barracuda Mk III, RK479/302/Q of HMS Vengeance Ship's Flight in gloss Navy Blue, as the First Sea Lord's Barge on board HMS Illustrious, during a visit to Oslo in 1948



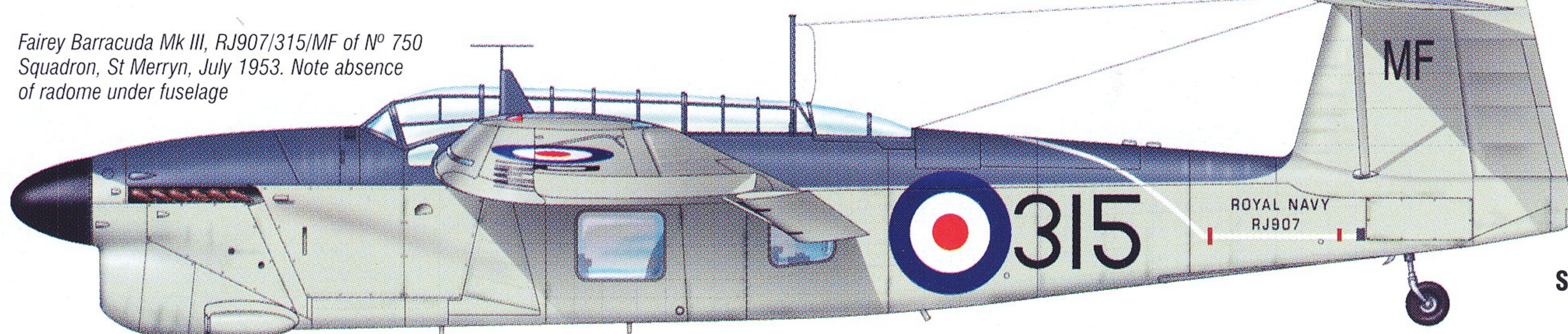
Fairey Barracuda TR.3 RJ797/300/GN of N° 815 Squadron Eglington, 1949 with unusual white codes on fuselage and fin



Fairey Barracuda Mk III, RJ933/311/GN of N° 815 Squadron, Eglington, 1952

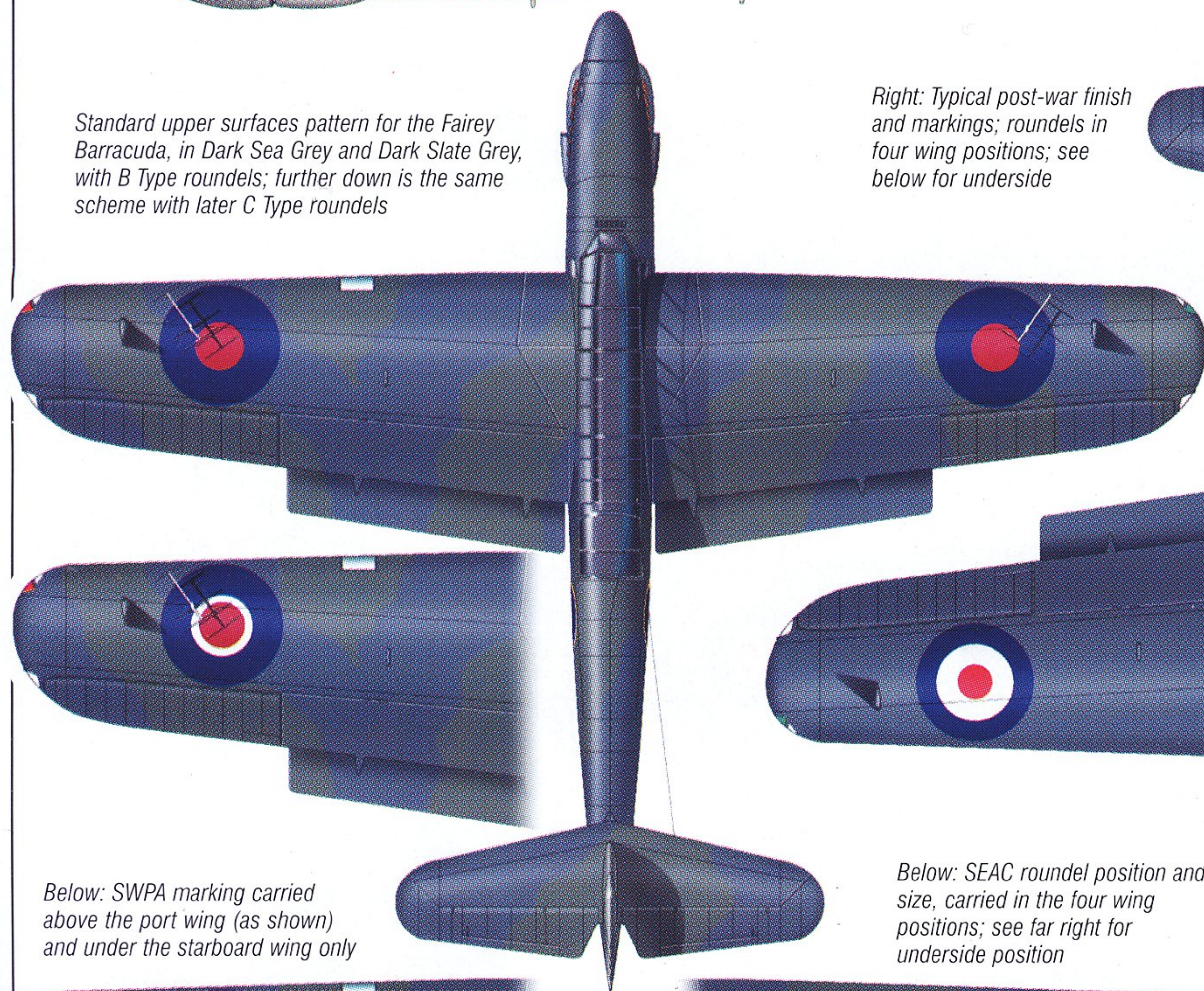


Fairey Barracuda Mk III, RJ907/315/MF of N° 750 Squadron, St Merryn, July 1953. Note absence of radome under fuselage

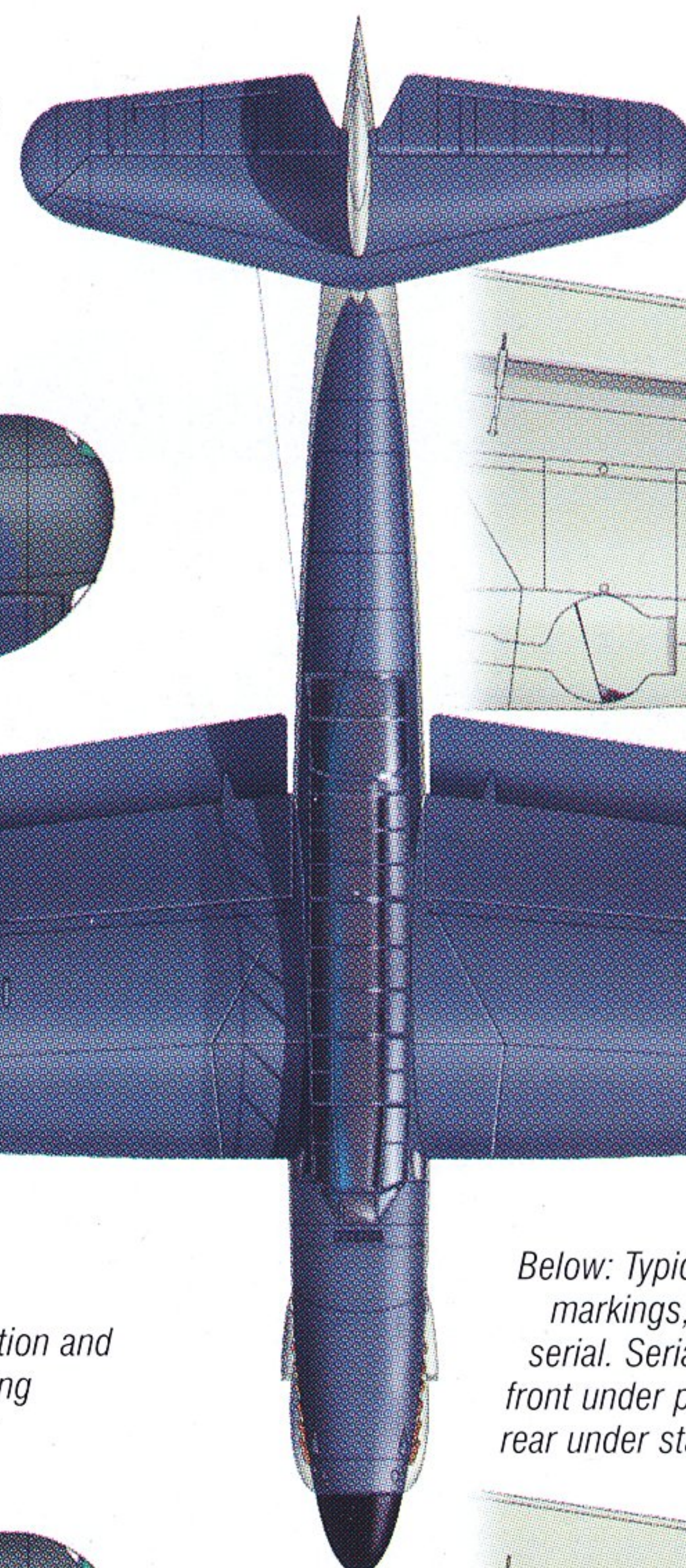


Scale: 1/72

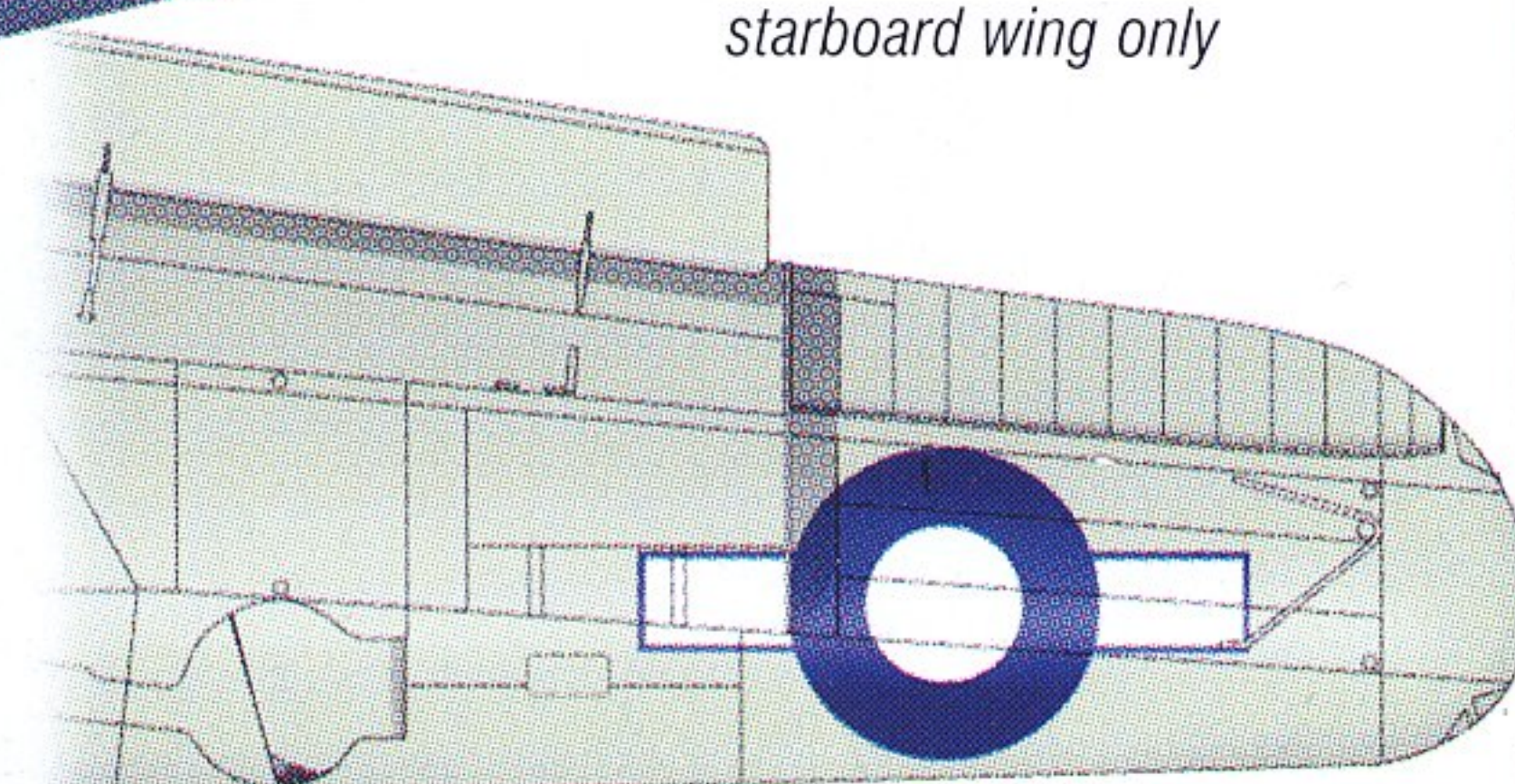
Standard upper surfaces pattern for the Fairey Barracuda, in Dark Sea Grey and Dark Slate Grey, with B Type roundels; further down is the same scheme with later C Type roundels



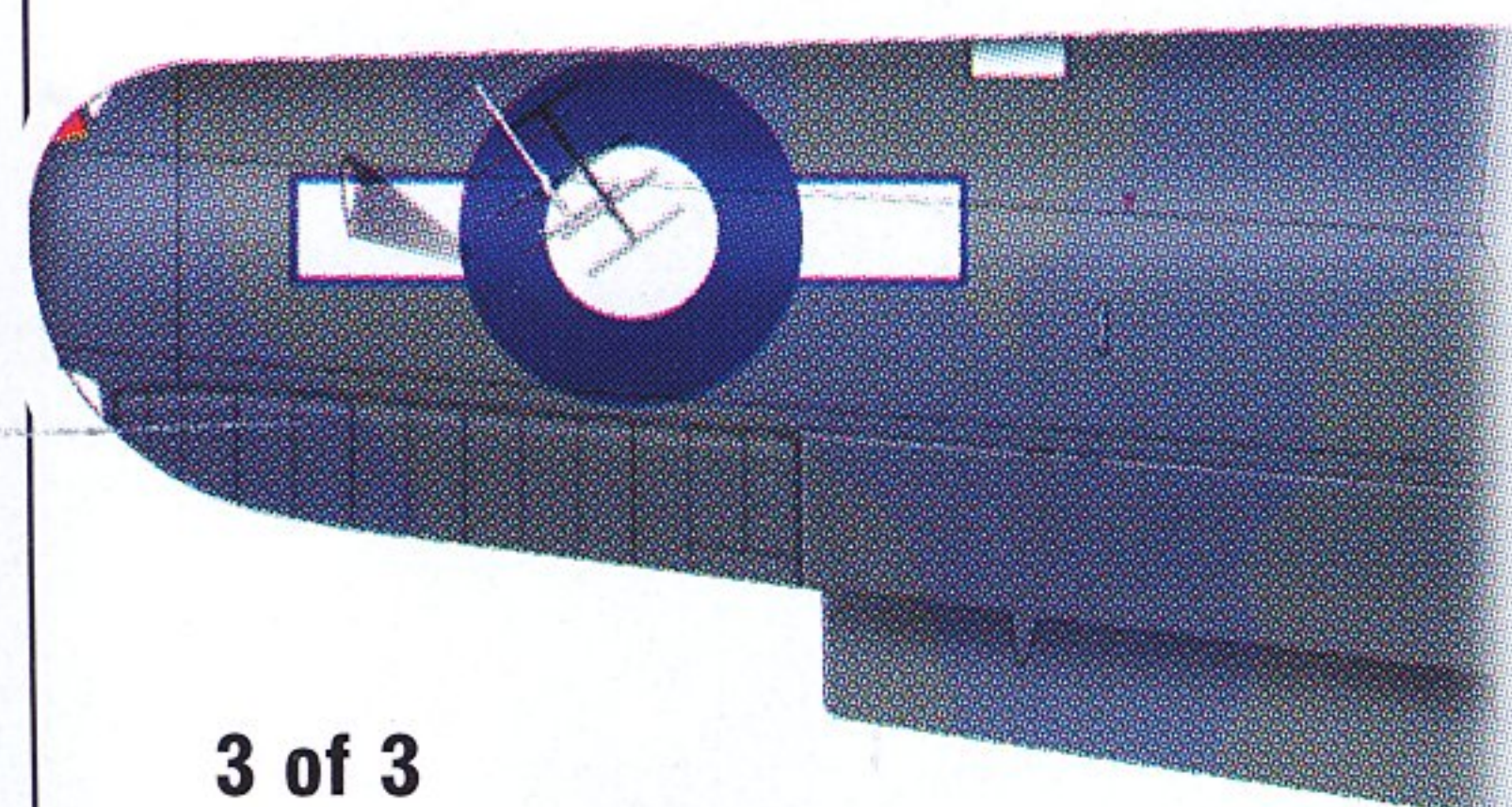
Right: Typical post-war finish and markings; roundels in four wing positions; see below for underside



Below: SWPA marking as carried under the starboard wing only



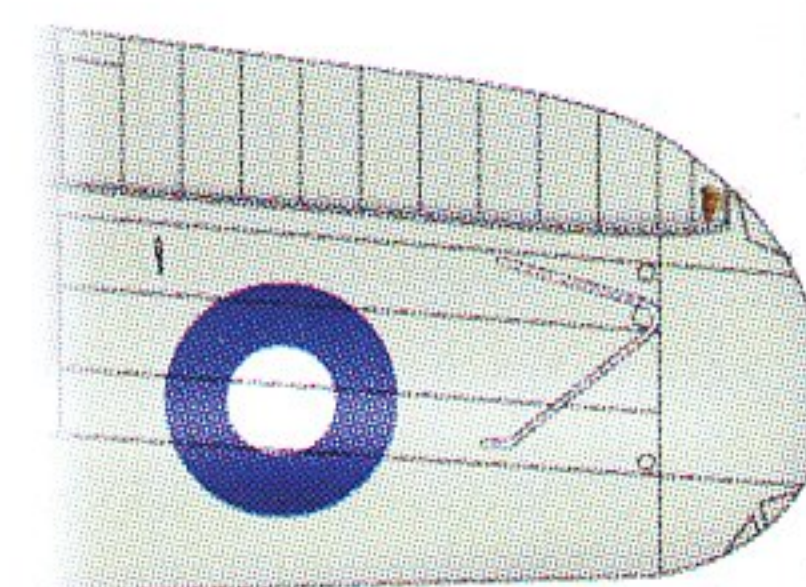
Below: SWPA marking carried above the port wing (as shown) and under the starboard wing only



Below: SEAC roundel position and size, carried in the four wing positions; see far right for underside position



Below: Typical underside markings, size/style of serial. Serial reads from front under port and from rear under starboard wing



slow and forgiving Swordfish and Albacores. Other problems surfaced in service use, including structural weaknesses; rivets popped out of the wing surface and wrinkles showed up in the rear fuselage skinning.

Into Service

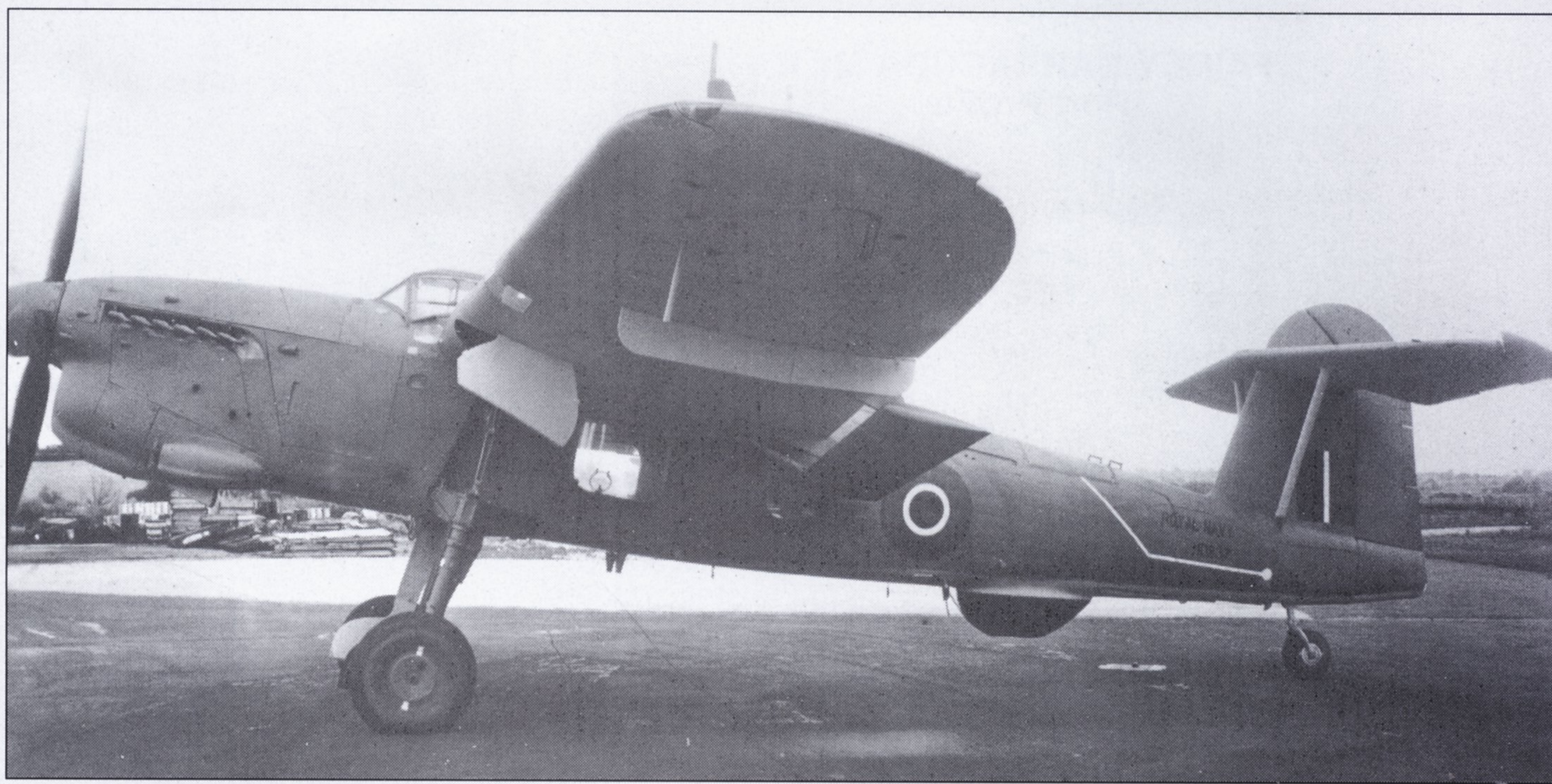
While the first Barracudas had been delivered in September 1942 at Lee-on-Solent, it was only in January of the following year that N° 827 Squadron took charge of the new mounts and began to re-equip. Initial conversion was performed on the Fulmar, which gave crews some monoplane and Merlin engine experience. However, the work-up period was marked by a string of accidents, some fatal, which earned the Barracuda an undeserved notoriety.

The second unit to form on the Barracuda was N° 810, which began to re-equip at Lee-on-Solent on April 4, 1943 as a matter of urgency, so much so that some of its aircraft were taken from 827 Squadron. On June 9, N° 810 Squadron boarded HMS *Illustrious* for a six-week work-up period in the Clyde and off the Orkneys, sailing to the Mediterranean as part of Force H after a diversionary sweep off the Norwegian coast. It had been planned that aircraft from *Illustrious* would support the landings at Salerno on September 9-11; however, the Barracudas were kept under deck all the time, while Seafires and Martlets provided top cover to the landing troops.

Other units had meanwhile converted to the type, including N° 830 in May 1943, N° 823, 831 and 847 in June, N° 822 in August, N° 815 and 829 in October, N° 817 and 826 in December, and N° 820 in January 1944. These 12 units were paired into six TBR Wings, and more squadrons began to fly Barracudas during 1944 – N° 841, 828, 812, 814, and 837, while N° 821 took on charge the new Barracuda Mk III. The 'new' version incorporated the installation of the American Mk X radar in a fairing under the fuselage thus replacing the Air-to-Surface Vessel (ASV) Mk II N whose aerials were mounted externally on masts above each wing. DP855 was converted to become the Mk III prototype, and was followed by 460 examples built by Fairey and 392 by Boulton-Paul.

In Action

Eight years in gestation and the Barracuda still had to prove its worth! The first real major success was against the German battleship Tirpitz at anchor in Kaa Fjord, Norway. Nine strikes were performed against the enemy ship between April and August 1944, and except for the last operation all were led by Lt Cdr Roy 'Daddy' Baker-Falkner DSC, RN, Wing Leader N°8 TBR Barracuda Wing. The first strike, OPERATION TUNGSTEN, saw the involvement of N° 829 and 831 Squadrons from HMS *Victorious* together with N° 827 and 830 Squadrons from HMS *Furious*, escorted by Seafires, Corsairs, Hellcats and Wildcats. The method of attack was dive bombing, and several of the Barracudas' bombs found their target, so much so that the ship was left burning fiercely in two areas from which a column of smoke rose for hundreds of feet into the air. It was however the attack of



MD837 is a Barracuda Mk.III built by Boulton-Paul at Wolverhampton, and can be distinguished by the ventral radome. Note also the external dinghy release lanyard attached to the rear fuselage (R.J. Caruana Archives)

August 29 by Barracudas from HMS *Formidable* and HMS *Furious*, using 1,600lb bombs, which crippled the ship beyond repair, leaving the Lancasters of N° 9 and 32 Squadrons (RAF) to finish her off using 12,000lb 'Tallboys' on November 12, and then she only capsized, refusing to go down to a watery grave. 176 Barracuda sorties had been flown against Tirpitz, only two aircraft being lost in action, one of which was that of Baker-Falkner on July 18, 1944.

Barracudas were also active fighting the U-boat menace and against enemy shipping in general, with no less than 14 vessels sunk and 17 damaged. Meanwhile HMS *Illustrious* with N° 21 TBR (N°810 and 847 Squadrons) on board was operating in the Far East, flying sorties against port

installations in Sumatra and the Andmans Islands between April and June 1944. The following month, *Victorious* and *Indomitable* augmented the Eastern Fleet's power carrying N° 831, 815 and 817 Squadrons flying Barracudas; their operations started in August. On the 24th of that month, 32 Barracudas bombed rail and harbour installations at Indaroeng and Emmahaven, while on September 18 their attention was turned towards Sigli. On October 19, the Barracudas from *Indomitable* flew the last sorties for the type with strikes against Japanese posts in the Nicobar Islands, and were soon replaced by Grumman Avengers. However, Barracudas were to reappear briefly the following year, in the very final bouts of the Pacific War with one squadron

each on *Glory*, *Colossus*, *Venerable* and *Vengeance*. They were replaced by Fireflies by the end of 1945 although N° 827 Squadron retained its Mk IIs on *Colossus* until July 1946.

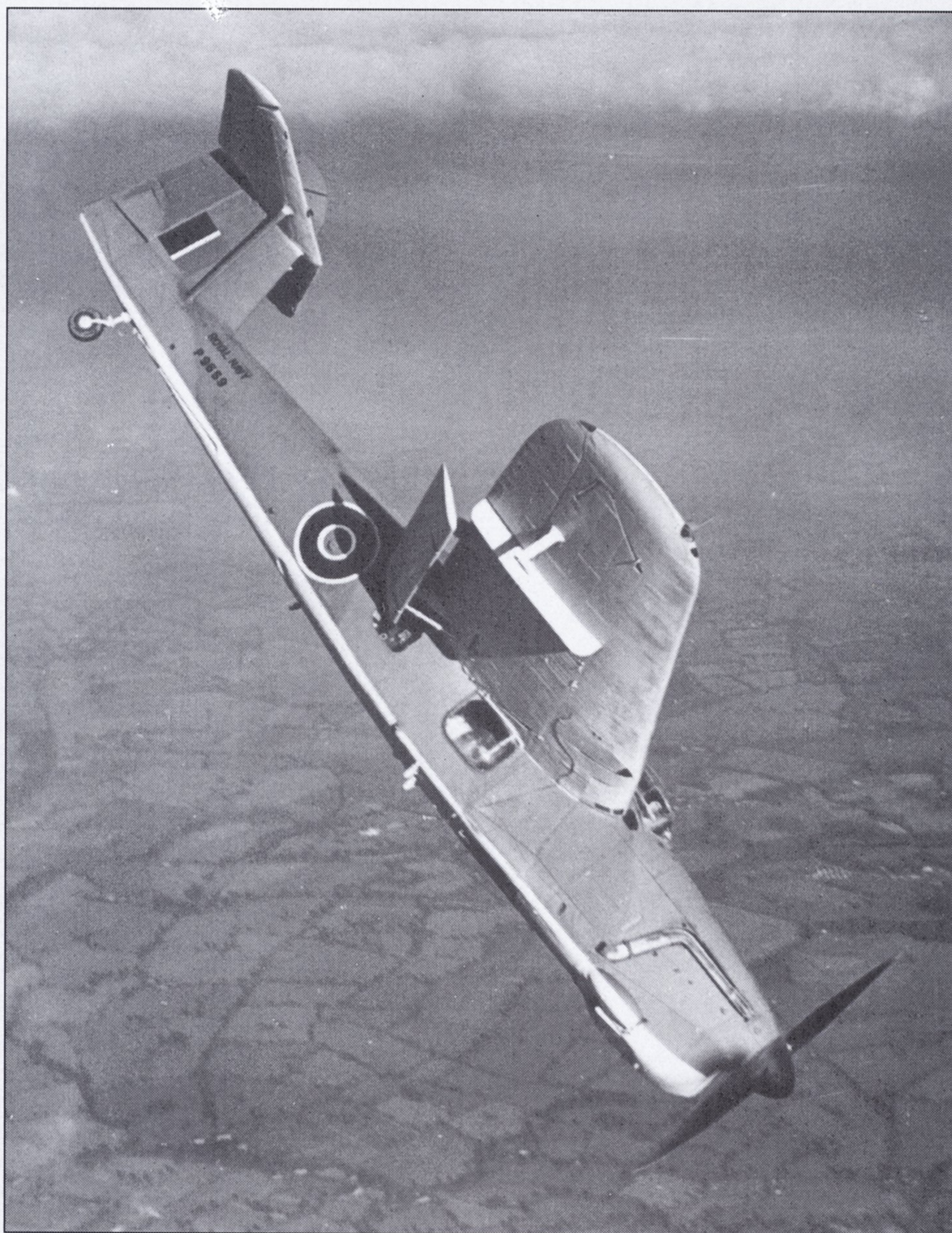
Post War Development and Service

After the end of hostilities the RN still had N° 812, 814, 826, 827 and 860 Squadrons flying Barracudas, all of which gradually converted to the Firefly while the only post-war unit to reform on the old type was N° 815 at Eglington, using a dozen ex-744 Squadron Mk IIIs.

A rebuilt Mk II formed the basis for the Mk V, which was intended as a stop-gap measure until the Spearfish could enter service. In the event, both aircraft failed to make it, although the new Griffon-engined Barracuda did mark a certain advance on its predecessors. Apart from being powered by a Griffon VII or VIII, it had redesigned wings of slightly longer span with square-cut tips. The higher torque of the engine was countered by a further increase in fin area. First production Barracuda Mk V flew on November 22, 1945 and was followed by a further 29 examples out of the projected 140 on order. Maximum speed went up from 240mph of the Mk III to 270mph. However, the RN found no front-line use for the aircraft and the few examples were distributed among training units, including 744, 750 and 753 Squadrons.

Few realise that at 2,572 examples built, the Barracuda holds the record for the number of any one type supplied to the British Navy. Its inherent strength must have saved the day many a time, yet it never really shook off its back the initial bad name attributed to it due to a number of unfortunate accidents. It was generally unloved by the crews who flew it though most admit that it performed well if handled properly and could take great punishment. Though no beauty-pageant contestant, a 'Barra' model still deserves a place in any collection. Seems there's no better time for that than now.

Richard J. Caruana

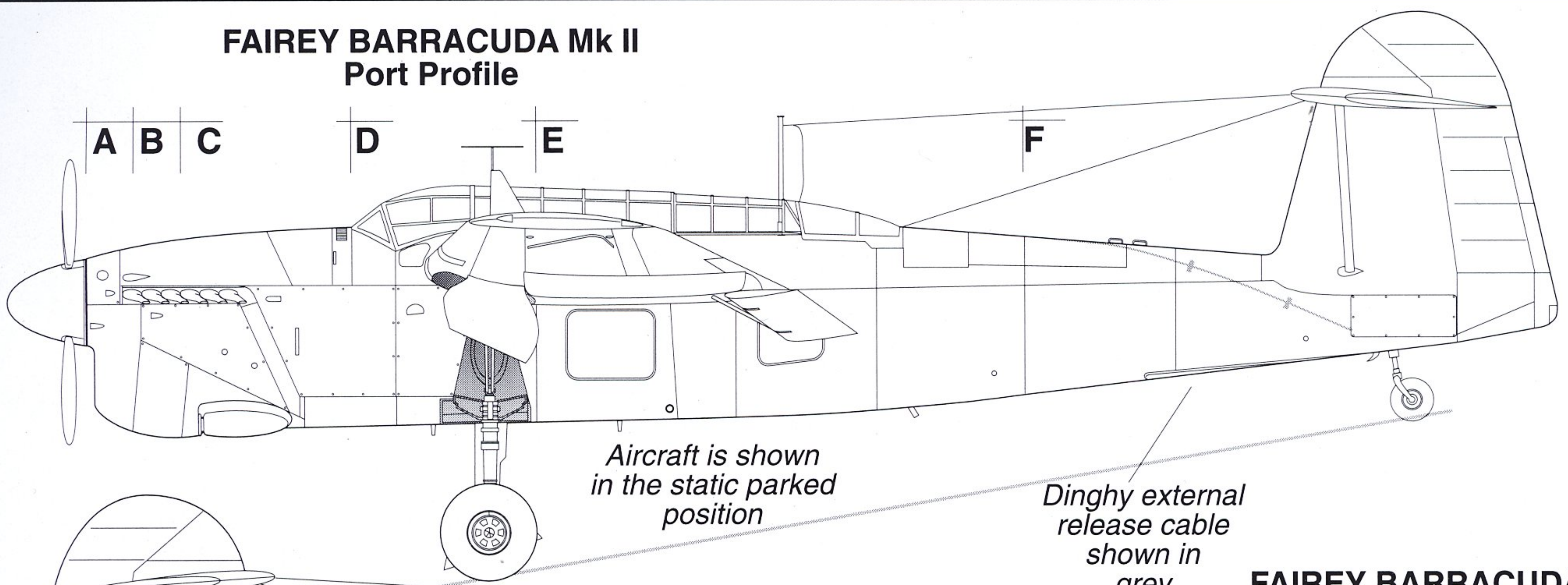


With Youngman flaps fully deployed in the negative position to act as dive brakes, Barracuda Mk.II P9659 goes into a steep dive for the camera (Fairey Aviation Ltd)

Acknowledgements:

My thanks to Godfrey Mangion for helping with the research for this feature.

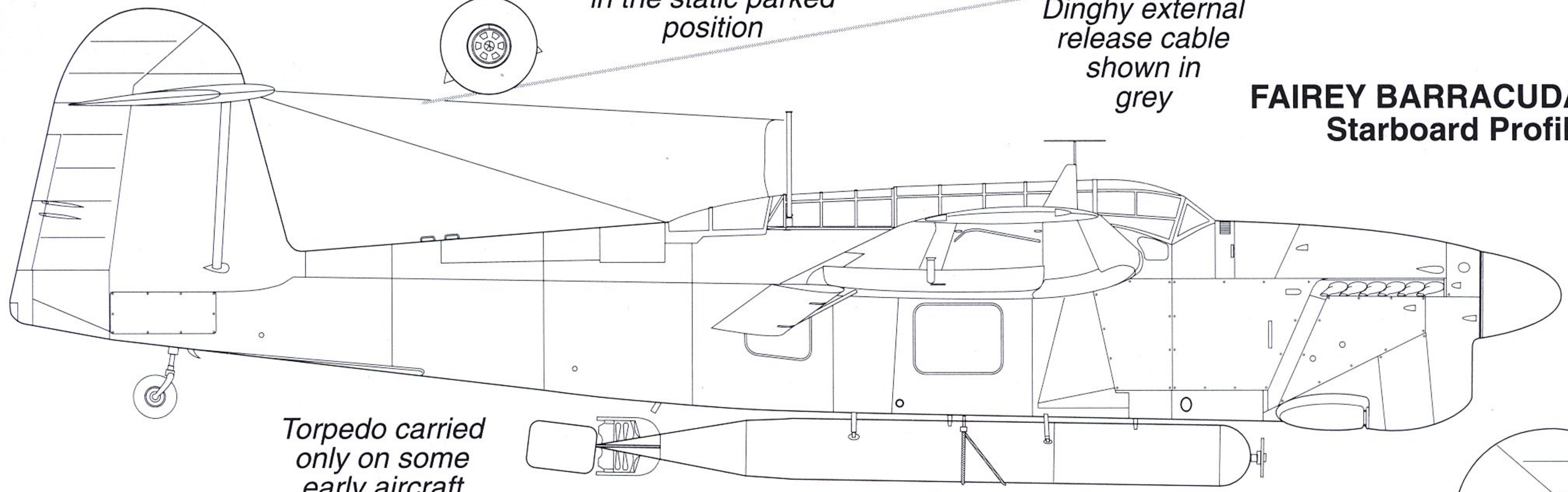
**FAIREY BARRACUDA Mk II
Port Profile**



*Aircraft is shown
in the static parked
position*

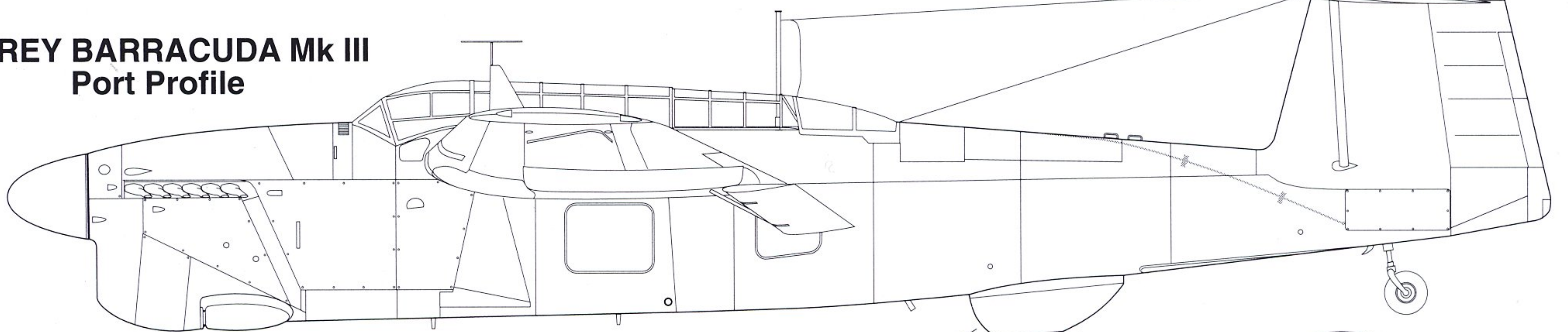
*Dinghy external
release cable
shown in
grey*

**FAIREY BARRACUDA Mk II
Starboard Profile**



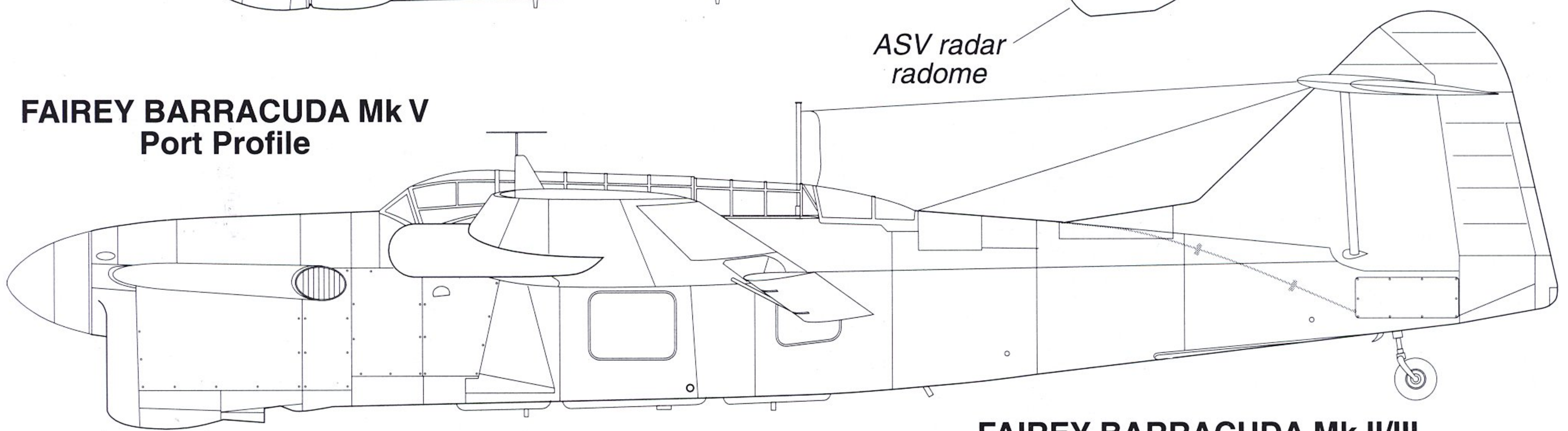
*Torpedo carried
only on some
early aircraft*

**FAIREY BARRACUDA Mk III
Port Profile**

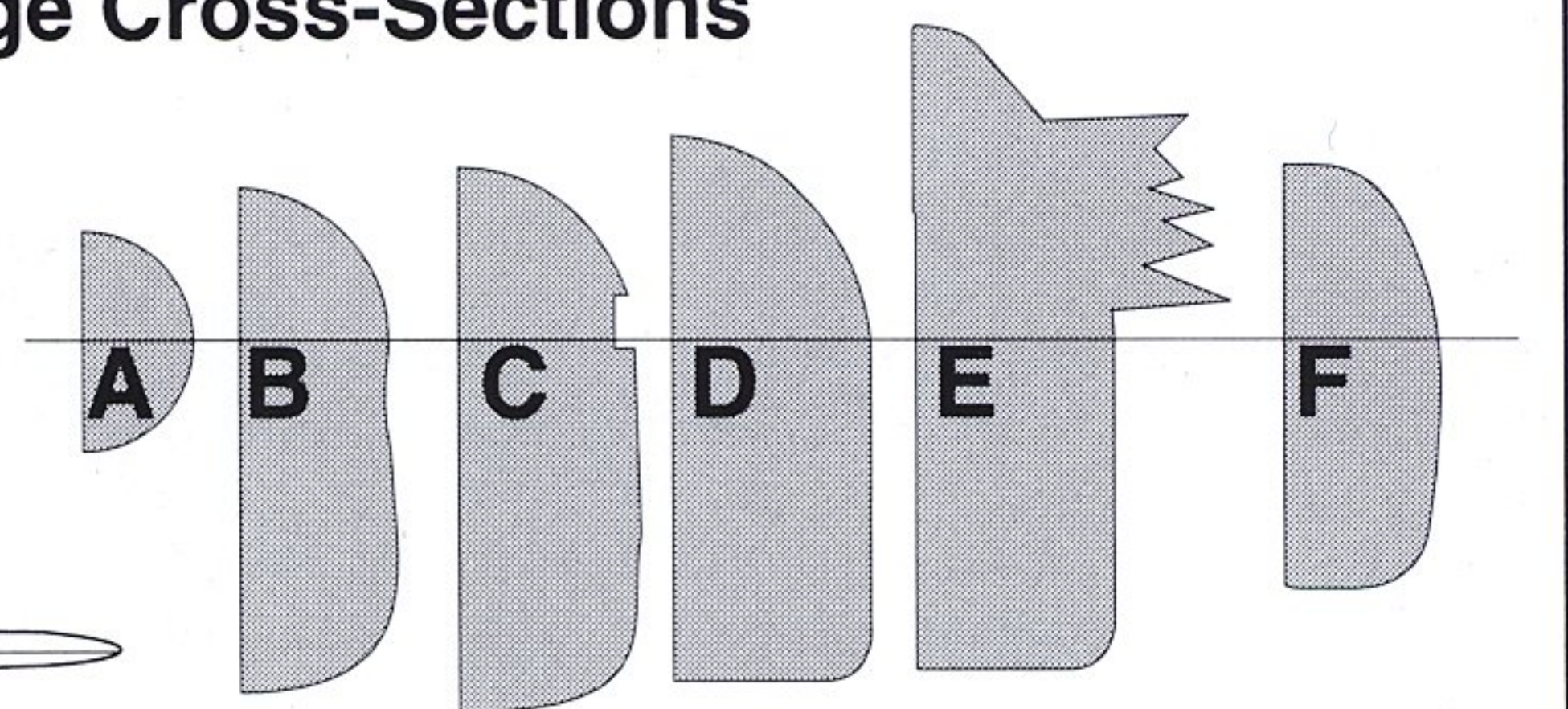


*ASV radar
radome*

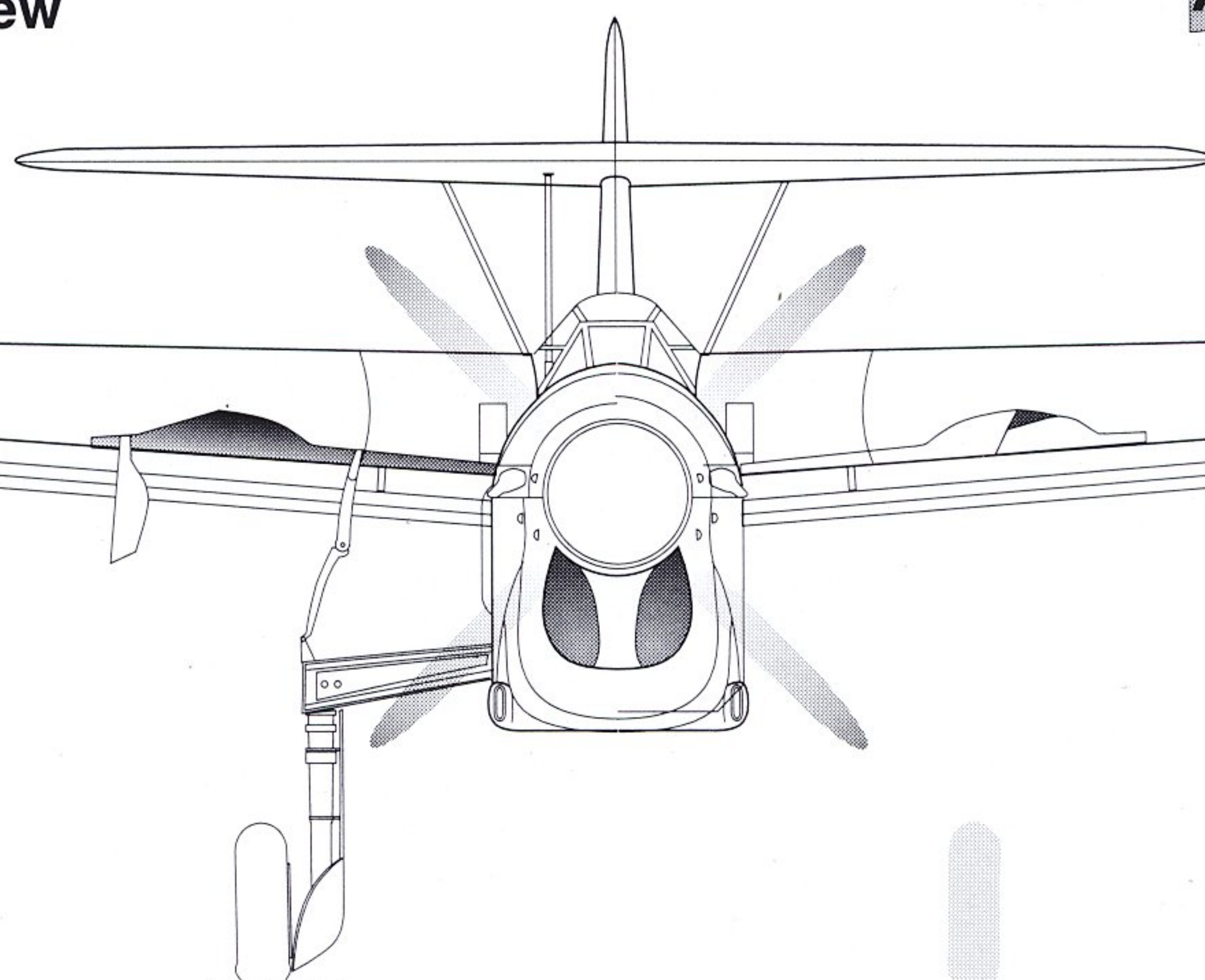
**FAIREY BARRACUDA Mk V
Port Profile**



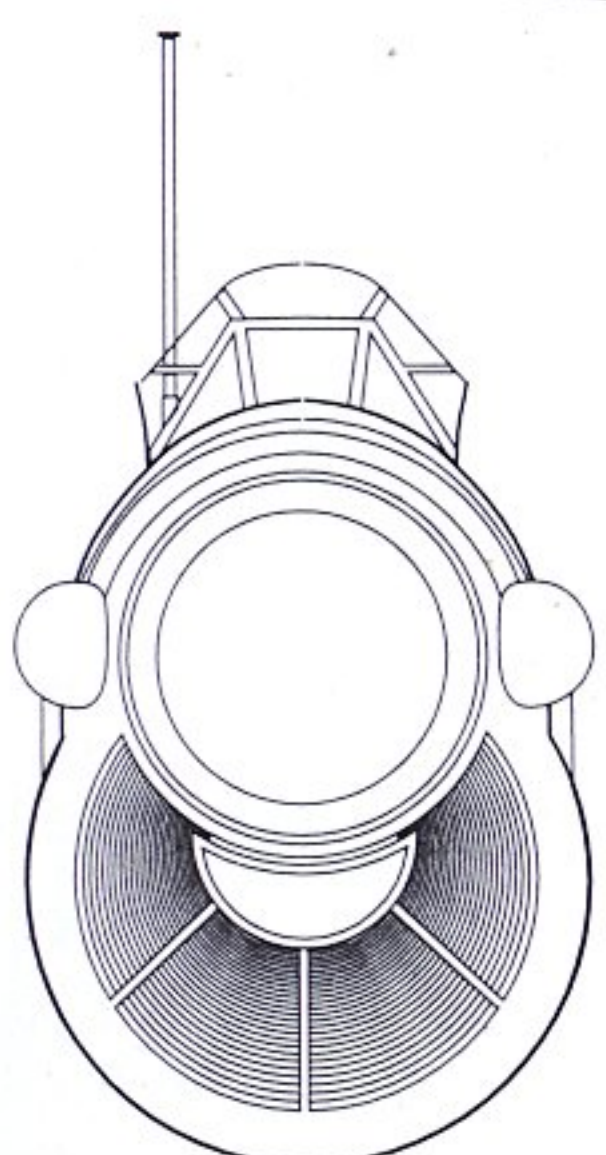
**FAIREY BARRACUDA Mk II/III
Fuselage Cross-Sections**



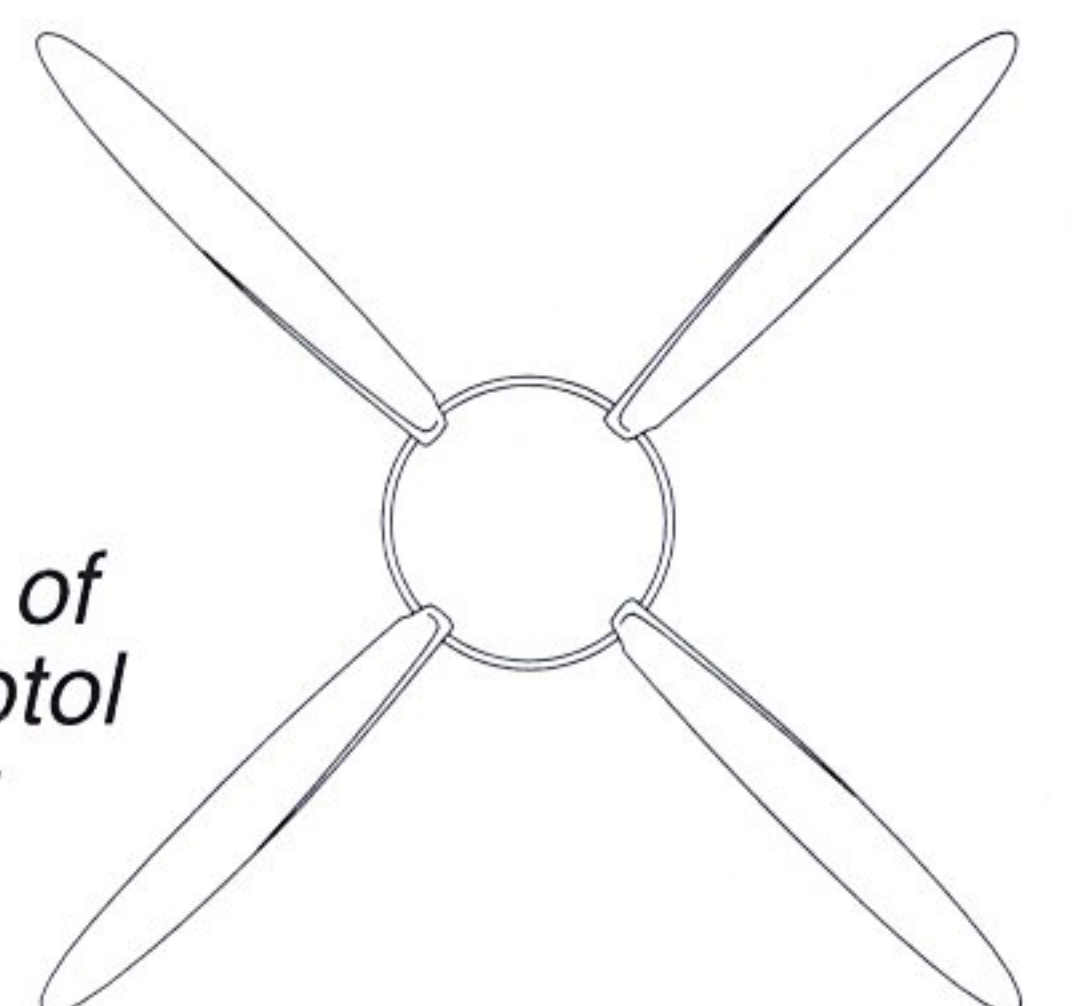
**FAIREY BARRACUDA Mk II/III
Front View**



*Scrap front view
of Barracuda Mk V*



*Scrap view of
4-bladed Rotol
propeller*



Fairey Barracuda

FAIREY BARRACUDA Inverted Plan

Note retractable V-shaped
rails for ground/deck
handling

Carburettor
air intake fairing

Note position
of underwing
bomb
racks

Scrap upper plan
view of
Barracuda Mk V
wing

Arrestor hook

Formation
light (clear)

FAIREY BARRACUDA Mk.II/III Upper Plan

Shaded area
shows wing
in folded
position

Scrap view of
Barracuda Mk V
engine cowling

Landing light
this side only

Wingtop radar
aerials on Mk II
only

0 metres 1 2
0 feet 3 6

SCALE - 1:72

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2 of 2



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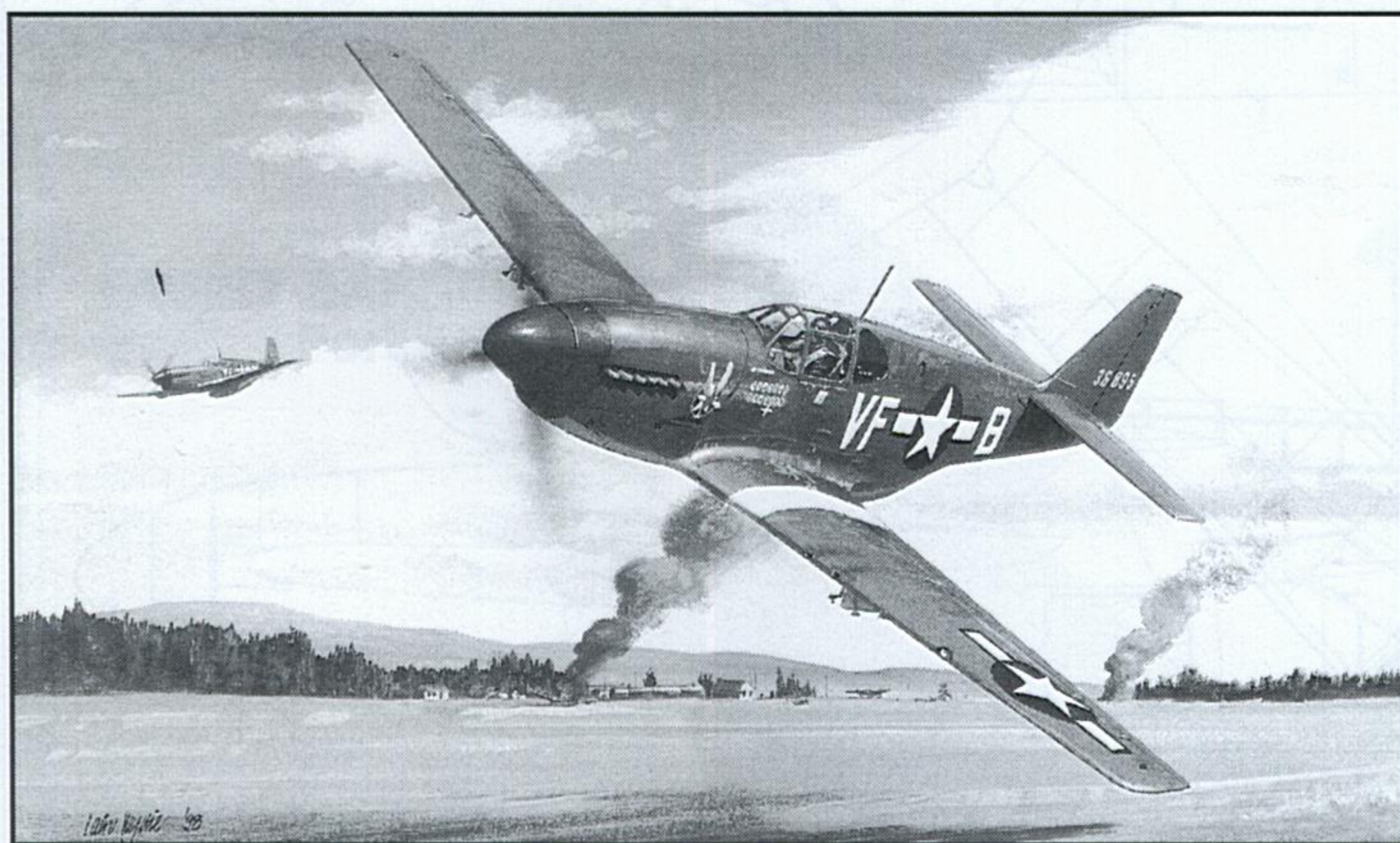
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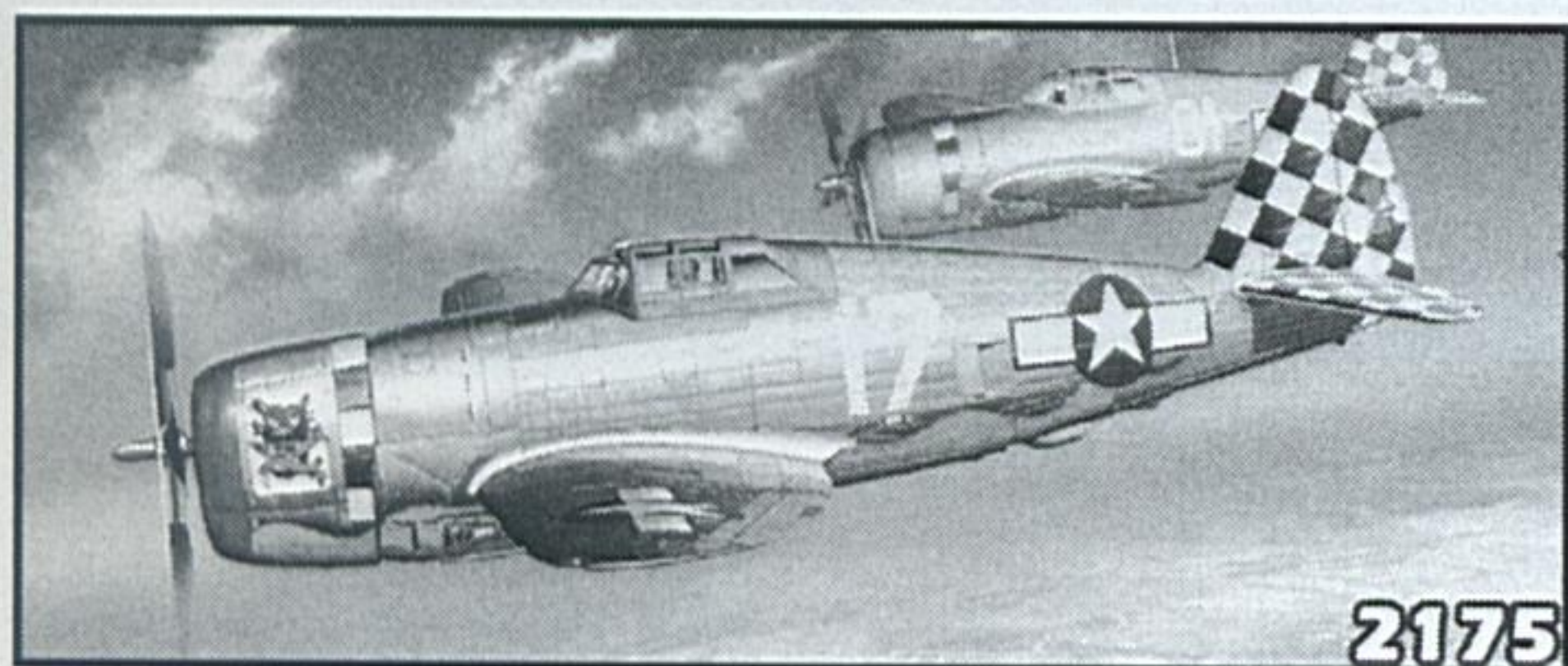
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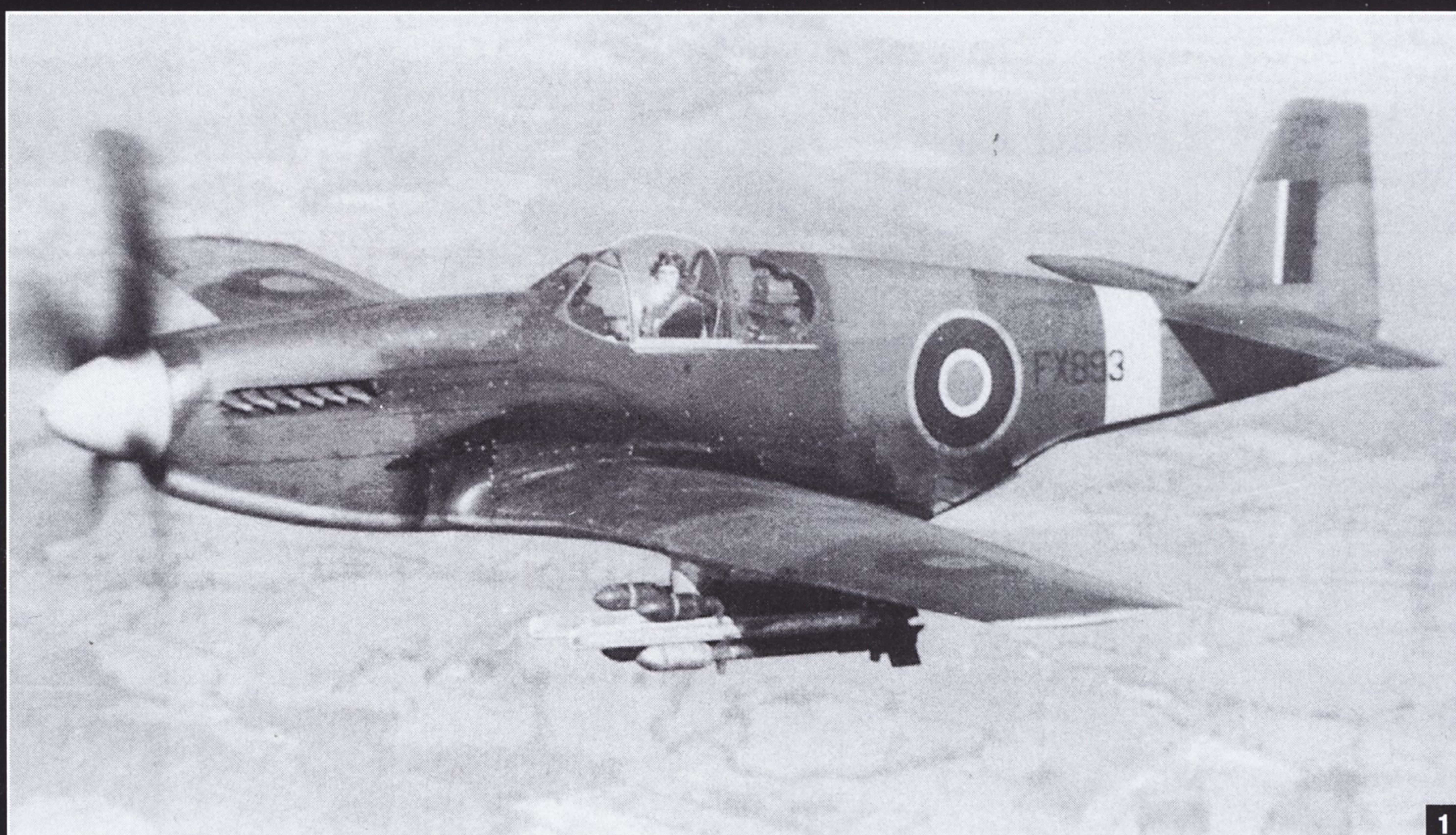
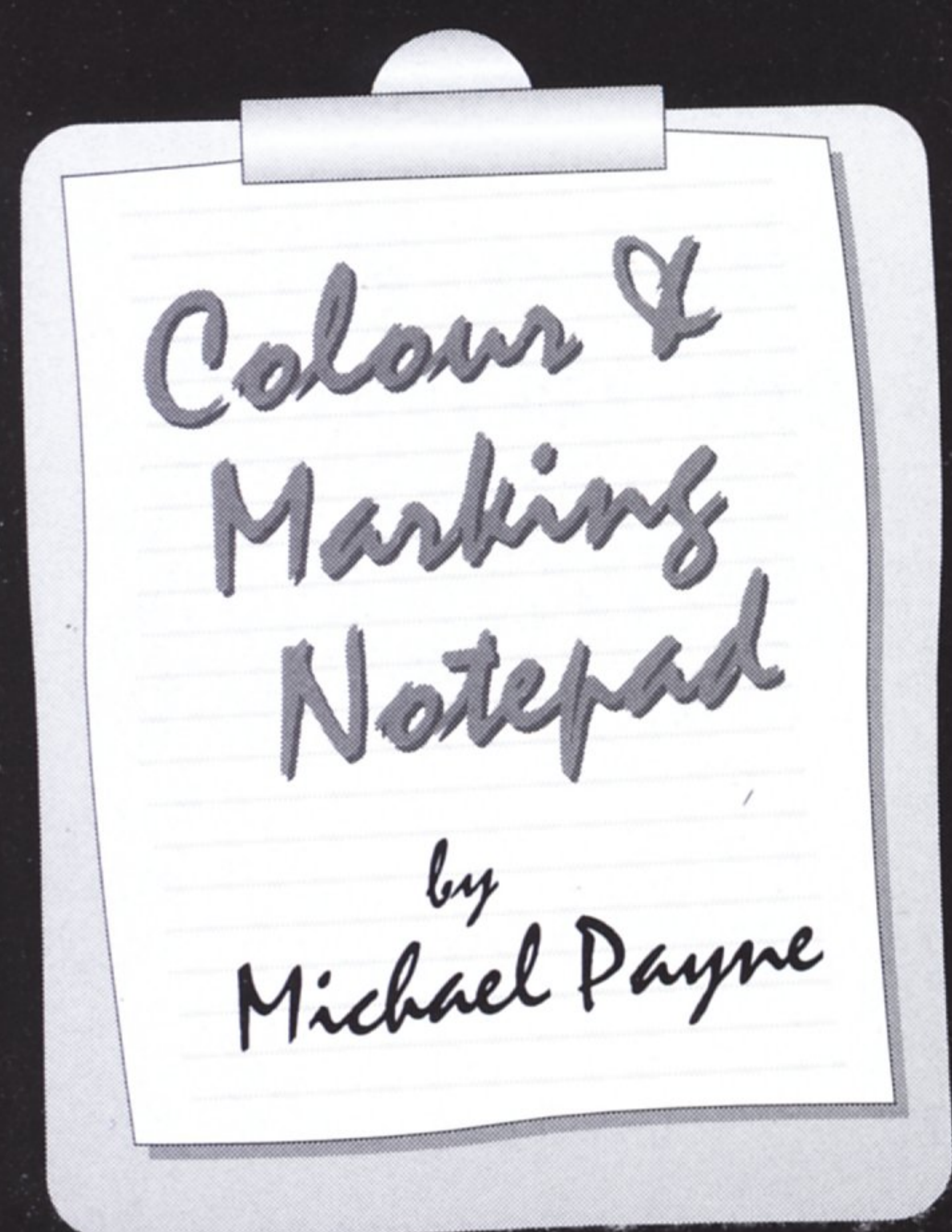


Photo 1

Mustang III FX893 was one of several of this type that were subjected to various test routines at A&AEE. This example explored the under-wing rocket installations adopted by Allied fighter aircraft in the closing months of the war. It was in normal Fighter Command colours, Dark Green, Ocean Grey and Medium Sea Grey, with Sky tail band and spinner. Had it gone to a squadron a code letter would have covered the black serial. Poles of No. 315 Sqn, and Wing Leaders Skalski and Zumbach re-located serials to below the tailplane. Operational Mustangs carried white ID bands, with white noses as far as the first exhaust stack. At the end of the war many Mustangs were in natural metal finish. The 'blown' Malcolm hood was standard. This one seems to have a yellow or sky lower rail. Great care was taken to maintain a very smooth finish on wing surfaces and the type B roundels were usually of smaller diameter than those on the older Mark Is employed as FR aircraft during 1942-3.

(via E. Greenslade)

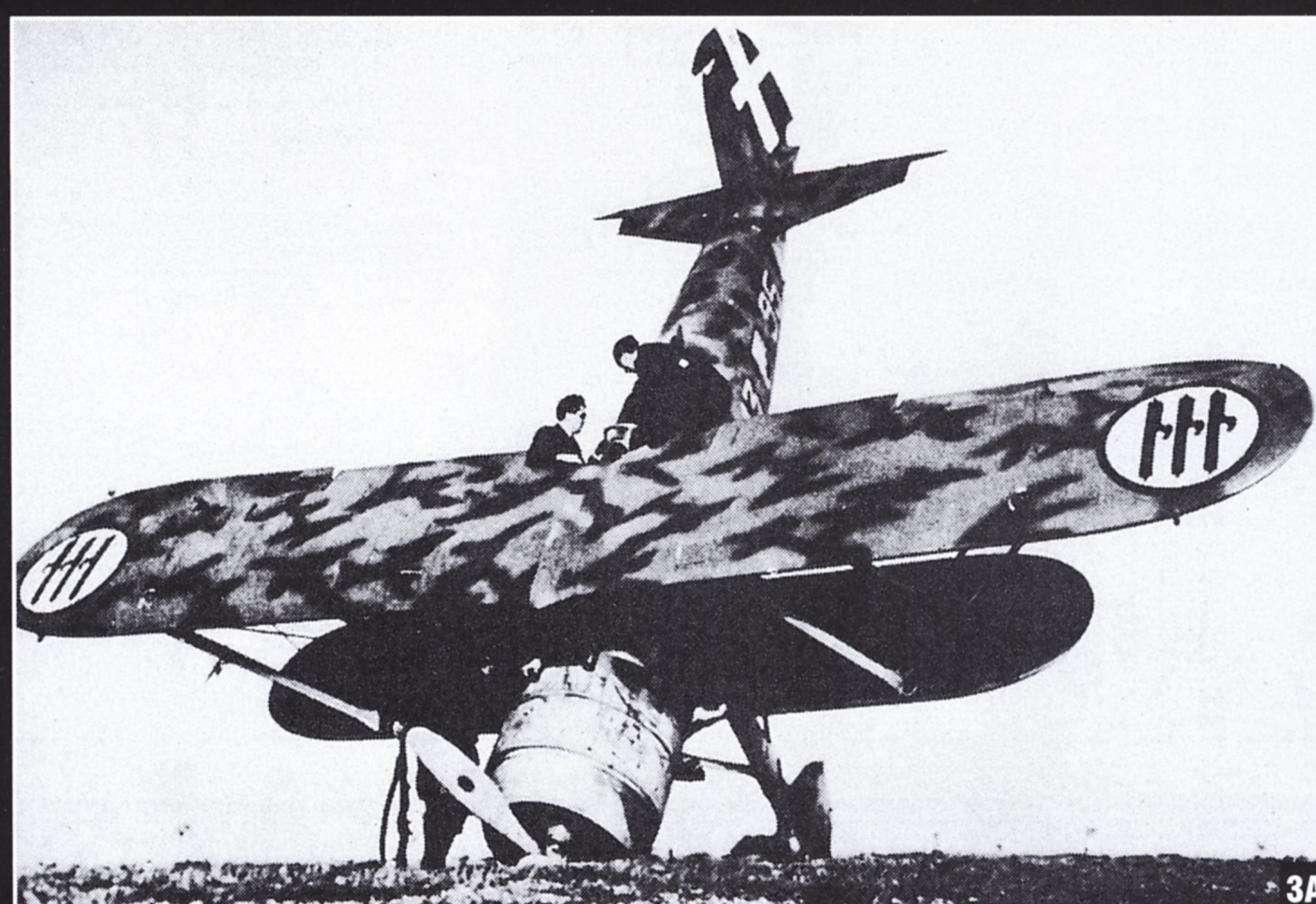


Photo 2

This captured Ju 87 has been around since 1945 and I am indebted to the researches of Ken West for the technical data. Although captured somewhere in Europe it is a D-3 (Trop), W. Nr. 2883 and has fittings below the wings for mounting anti-tank

cannon. My photo dates from 1970, at RAF Chivenor, when it was painted in a dark green that could have been RLM 71, Spinner RLM 70, rudder trainer yellow and the under surfaces a pale blue-grey which was a reasonable RLM 65 tone. There were black codes 'W8' and a yellow 'A' (W8

applied to a unit that flew Me 323 Gigants). The spurious shield on the cowlings was blue with a white, rearing horse. The six Balkenkreuze were correct, those on the fuselage sides having no outer black corners. The machine was used in a static role in the film "Battle of Britain" and had been kept at Farnborough, Fulbeck and St. Athan. The dummy dive brakes were probably added for its part in the film. When seen at close quarters it registered with me as a surprisingly large aeroplane.

Photos 3a,b,c & d

Four photos that trace various stages in the existence of Fiat CR.42 from 1940 to the present. On 11 November 1940 Sgt. Salvatori of the 95th Squadriglia, based at Maldeghem, Belgium, was forced to land on the beach at Orfordness (Photo 3a). Still in its North Africa colours of irregular green patches over light sand brown, with pale blue-grey undersides, it carried standard Italian national markings and yellow codes 13-95, separated by a blue/yellow emblem. The cowlings was all



yellow and the spinner white.

It was carefully dismantled on site and taken to Farnborough where it was made serviceable and given RAF markings with camouflage cowling and rudder to be flown for the customary evaluation/comparison tests, with the serial BT474. (Photo 3b). The under surface colour was probably unchanged, though it should have been yellow (compare the tone of the outer ring of the roundel). Note the white legend 'FIAT CR.42' below the tailplane where the Italian MM serial had been overpainted. There was darker paint on the tailplane and on the lower wing root inboard from the undercarriage, impossible to specify.

Photo 3c shows the Falco at Chivenor in 1970, again re-painted, perhaps at St. Athan. It was khaki and green with BT474 in yellow, a new Gruppo badge and a white rudder cross without the arms of the Royal House of Savoy. I am uncertain of the underside colour.

When the Battle of Britain Museum was opened at Hendon the Fiat took its place



3B



3D

among the other Axis aircraft having been beautifully restored in a very fair, though rather clean, representation of the original finish. (Photo 3d). The CR.42 Falco operated in some force over North Africa in 1940-41, where it was a worthy opponent of RAF Gladiators. However it could not contend with our monoplane fighters over Britain. In his book 'The Forgotten Months' John Foreman gives a detailed account of this day's action, when a second Fiat force-landed near Corton station. This was 95 - 16 (MM6976) and Sgt. Maj. A. Lazzoni was made a POW. Having ripped off its undercarriage, this machine probably provided spares for BT474.

(photo Van Dessel)

Michael Payne



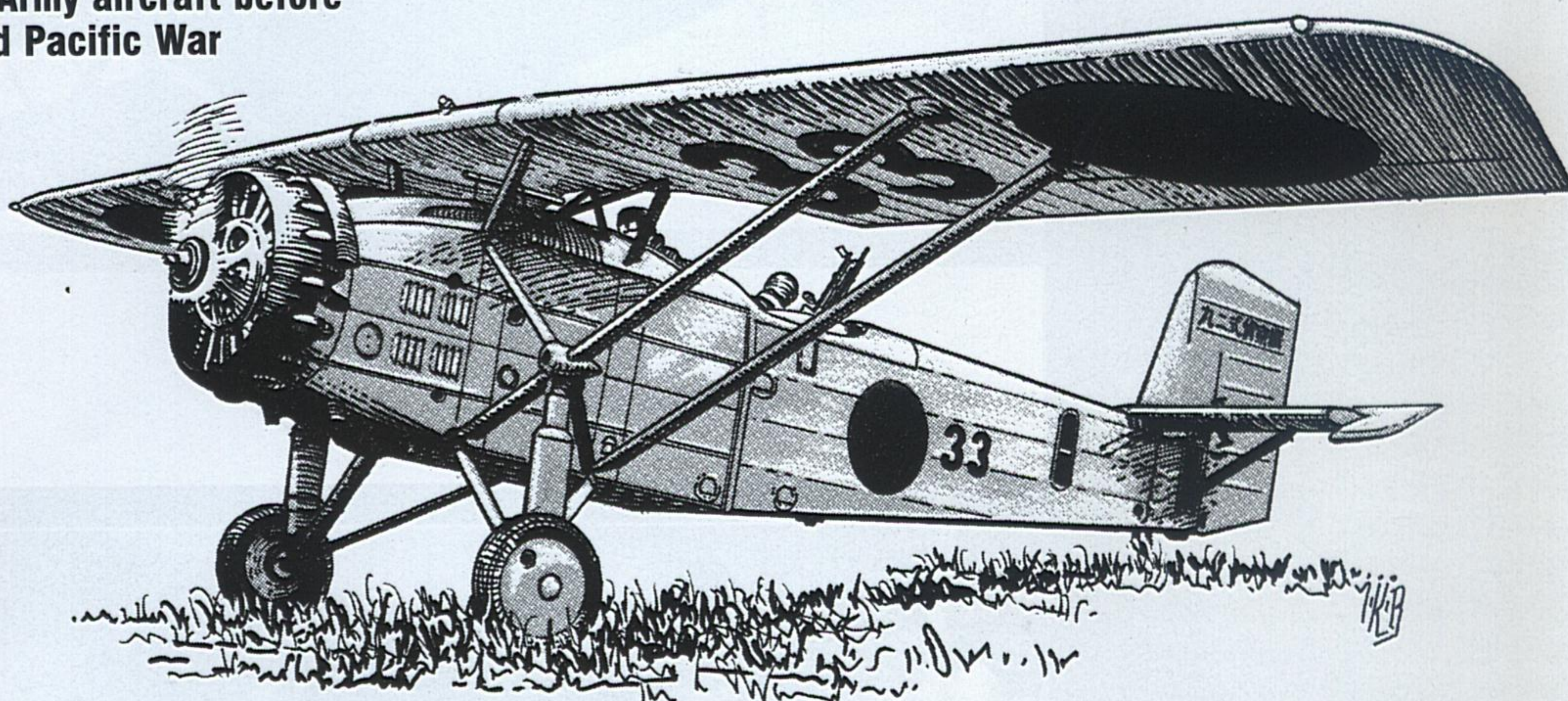
3C

Camouflage and Markings, Imperial Japanese Air Forces, 1937-1945

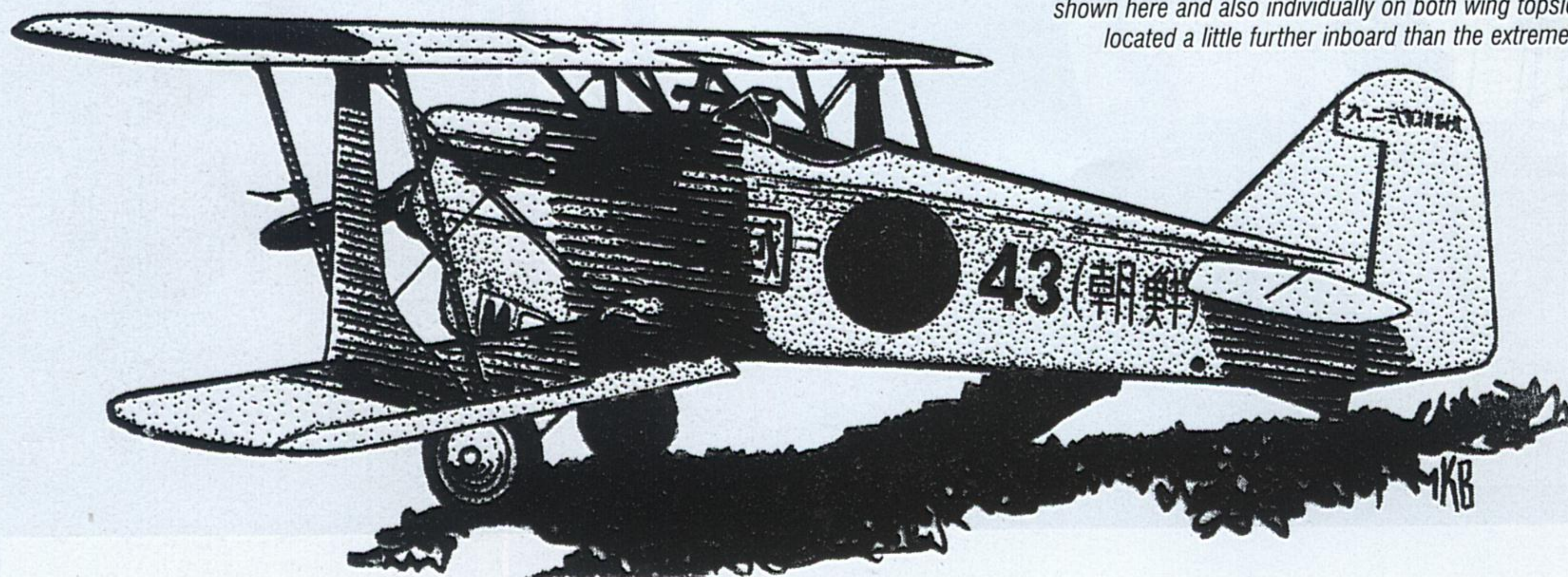
Part 2: Imperial Japanese Army aircraft before the Strike South and Pacific War

External Colours and Markings

Since the 1920s, the army's aircraft had usually been pale grey overall, although dark grey and aluminium-painted finishes could also be seen. Standard markings were simple: the Hinomaru was carried in the six standard positions, the aircraft's type designation was marked in small black characters across the top of the vertical tail surfaces, and an individual aircraft number, consisting of one, two or three digits was marked in black. This number was generally carried on fuselage sides, either fore or aft of the Hinomaru, on each of the lower wing undersides, and again twice on the topside of the upper wing. In every case, numbers



•1 Standard IJAAF scheme of the earlier 1930s is seen on this Army Type 92 Reconnaissance Aircraft; pale grey overall with Hinomaru in the six standard positions, aircraft designation in small black characters at the top of the fin/rudder, and aircraft number repeated on fuselage sides and wings as shown here and also individually on both wing topsides. Note also that wing Hinomaru were usually located a little further inboard than the extreme wingtip position common to navy aircraft.



were marked on wings with their tops toward the leading edges.

Overall Grey-Green

When the Sino-Japanese conflict flared in 1937, the standard army aircraft scheme underwent a low-key but notable change in appearance: a low-sheen grey-green not unlike the RAF colour Sky but a little darker and a little greyer, was adopted for the standard overall external colour and Hinomaru were no longer carried on fuselage sides. Aircraft type designations were no longer carried on vertical tail surfaces and the marking of individual aircraft numbers on wings and fuselages was discontinued. Instead, the application of unit designs and symbols, frequently using systems of bars and colours to assist formatting, was adopted.

The actual shade of the grey-green has been reported to have varied somewhat, apparently sometimes being much more like light grey-blue. Perhaps it was just a case of

different paint from a different maker, but casual use of 'ao' in Japanese may well have introduced an unintended ambiguity of colour identification into English translations, in which 'blue' is substituted for 'green'. (This may well be the explanation for English captions on some Japanese drawings showing the starboard navigation lights to be, not green as we would expect, but blue).

Sino-Japanese War: Camouflage on IJAAF Aircraft

Army aircraft were flying operations in their light grey-green finish, but China theatre experience was indicating the value of

camouflage. IJAAF 'China scheme' camouflage of the late thirties took the 'disruptive' form using large, irregular, curving or wavy areas of colour. Two, three, even four colours were applied. Those colours are believed to have been a dark green, a medium or olive green, a dark brown and a medium brown or ochre. It seems strips of a medium blue were also sometimes employed, said to have been used in camouflage applied to aircraft based in Manchuria.

What these colours might actually have looked like is, of course, now somewhat open to conjecture, but likely shades are discussed in the Colour Notes of Part 3 in

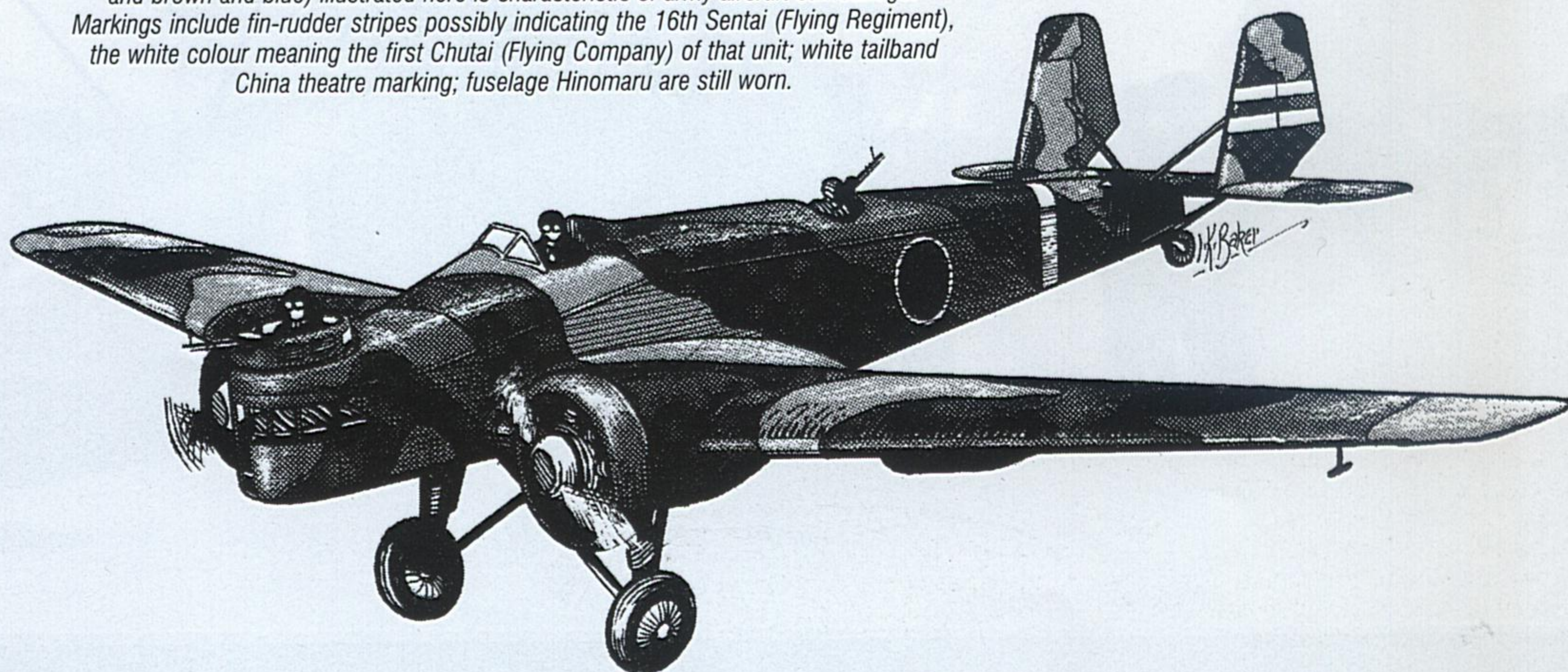
this series.

Probably because the camouflage was seemingly applied upon delivery to the army, or even later at overseas maintenance depots and airfields, we have indications of a considerable variety in pattern forms, colour combinations, and surface finish. There is, however, a kind of broad similarity in most cases, suggesting painting instructions of some kind must have been circulated.

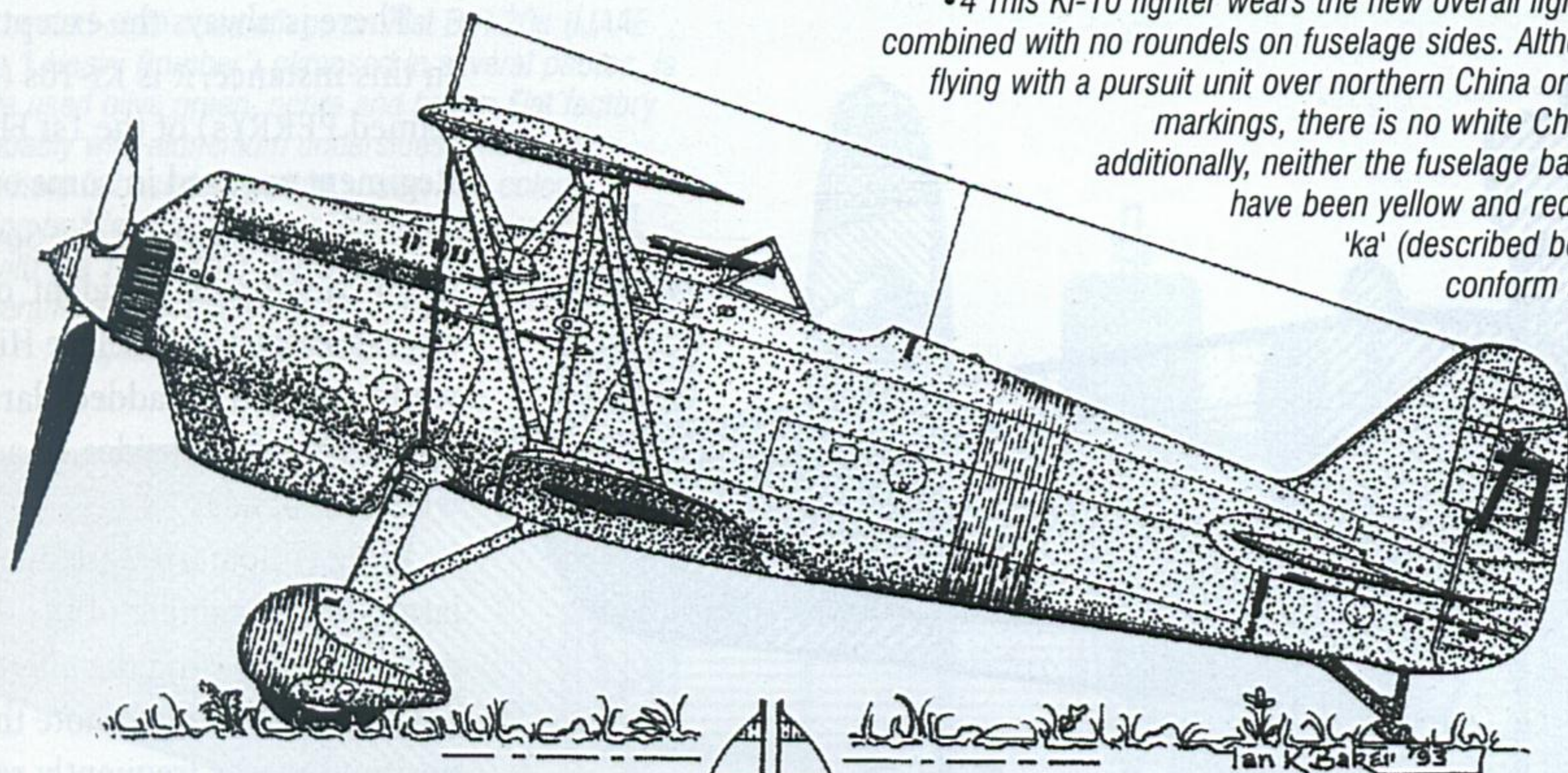
With camouflage colours being applied to upper and side surfaces over the standard factory finishes of pale grey or light grey-green, it is of course to be expected that undersides were simply left in the original colour. Sometimes bands or segments of that original light grey-green colour were also permitted to show on camouflaged upper surfaces. Translations of Japanese

•2 Community and business organisations were encouraged to donate to re-armament funds for both army and navy aircraft. These gift aircraft were identified by special inscriptions like that seen in black on this pale grey Army Type 92 Fighter.

•3 The Army Type 93 Twin-engine Light Bomber was also the Ki-2 in the IJAAF's new Kitai designation system introduced in late 1933. Both earlier and later versions of the Ki-2 were involved in operations over northern China and Manchuria. The three-colour disruptive camouflage (green and green and brown, or green and brown and brown, sometimes green and brown and blue) illustrated here is characteristic of army aircraft camouflage. Markings include fin-rudder stripes possibly indicating the 16th Sentai (Flying Regiment), the white colour meaning the first Chutai (Flying Company) of that unit; white tailband China theatre marking; fuselage Hinomaru are still worn.



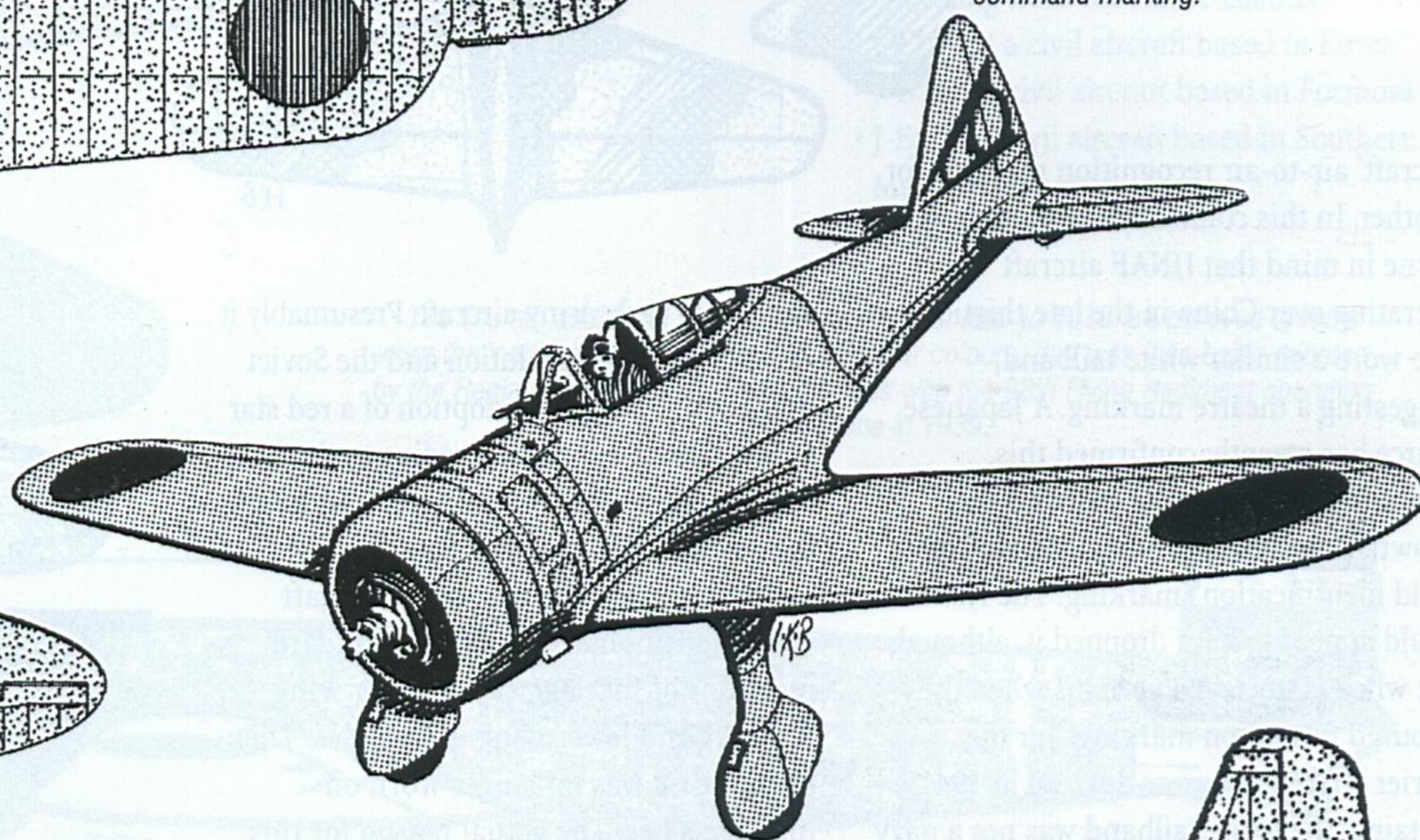
• 4 This Ki-10 fighter wears the new overall light grey-green finish combined with no roundels on fuselage sides. Although said to have been flying with a pursuit unit over northern China or Manchuria in these markings, there is no white China theatre tailband; additionally, neither the fuselage band (variously claimed to have been yellow and red) nor the rudder character 'ka' (described both as green and as red) conform to any known and recorded unit markings amongst this writer's references... readers' assistance would be welcomed.



camouflage. However, accounts of the evolution of Italian aircraft camouflage indicate Regia Aeronautica B.R.20s being given an early 'mimetico' ('netting') mottle camouflage at that time. Several other photographs of the B.R.20 in IJAAF service show examples wearing a soft sprayed mottle in the mimetico style, at a time when Japanese-built army aircraft were overall light grey-green or wearing 'cloud' camouflage topsides.

A conclusion to be inferred from this is that the two batches of B.R.20s were each delivered in different schemes, those of the

• 7 Although camouflage was often applied to larger and slower aircraft, it was less often seen on fighters. This Ki-27 of the 77th Flying Regiment c.1940-41, had green and brown added to the upper surfaces of its wings and tailplane, presumably to aid its concealment on the ground. The 'seagulls' of the unit marking may have been red or blue (sources differ), the white horizontal bands on this example indicate an aircraft of the 1st Company and the additional coloured (again, red or blue) tail band would probably have been a command marking.



sources may be found to term the disruptive scheme 'cloud camouflage'... this is a reference to the curving forms, not its camouflaging purpose.

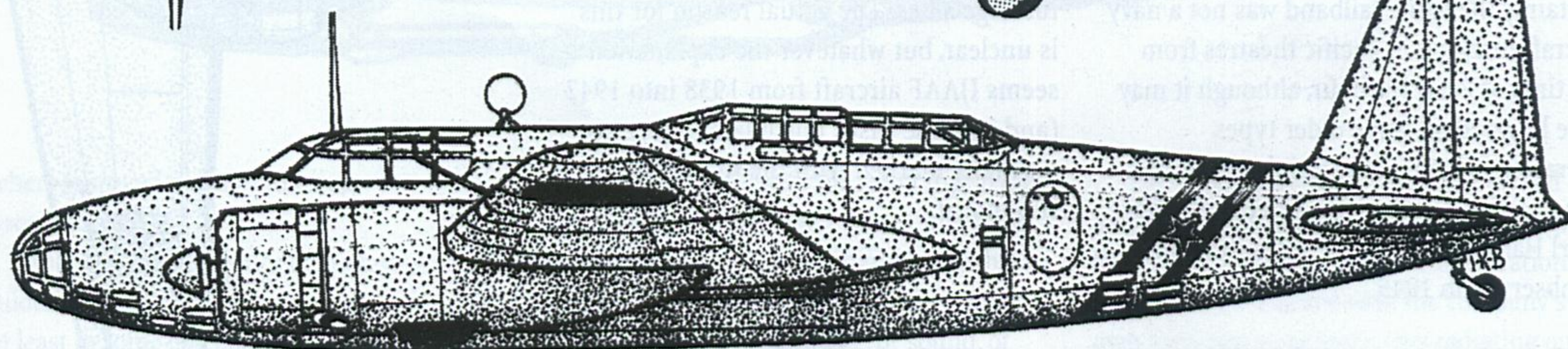
Camouflage was more commonly applied to army bomber aircraft than to fighters. Its application almost invariably extended well down fuselage sides, possibly even wrapping fully around fuselages in some cases.

Italian Camouflage on IJAAF Aircraft

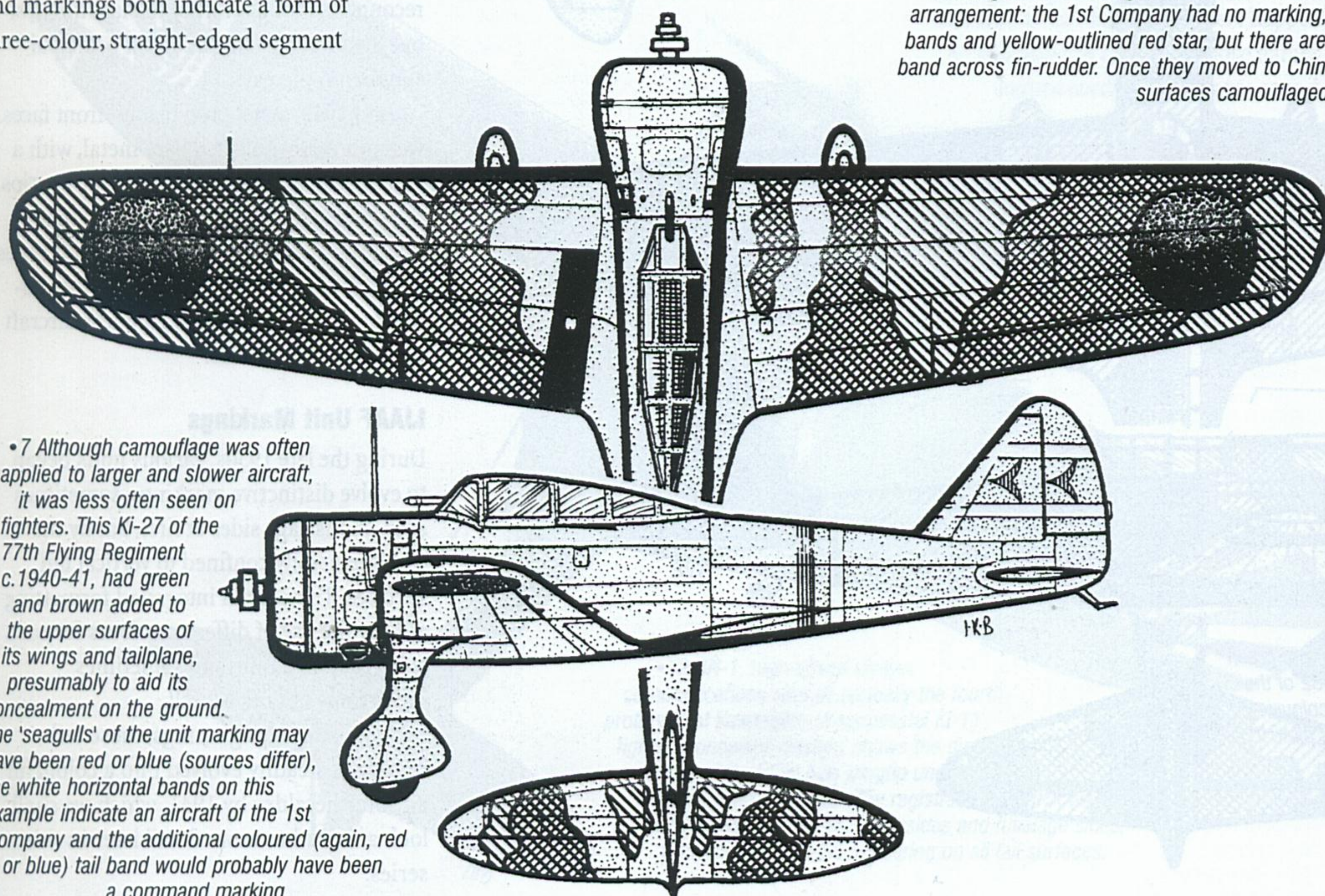
The army acquired 85 Fiat B.R.20 bombers from Italy, for operation over China. They were obtained in two batches: 75 being delivered early in 1938 and a further ten a year later.

Useful sources of information regarding the paint scheme of these bombers are few indeed.

Several rarely-reproduced photos and an authoritative source of Italian camouflage and markings both indicate a form of three-colour, straight-edged segment



• 5 In 1938, ideas about IJAAF unit markings were still evolving and a few units initially applied distinctive markings to the fuselages of their aircraft. The 60th Flying Regiment at first employed an unusual arrangement: the 1st Company had no marking, the 2nd was marked as seen here (believed to be red bands and yellow-outlined red star, but there are other opinions) whilst the 3rd wore a horizontal yellow band across fin-rudder. Once they moved to China, these light grey-green Ki-21 bombers had their upper surfaces camouflaged and white tail bands added.

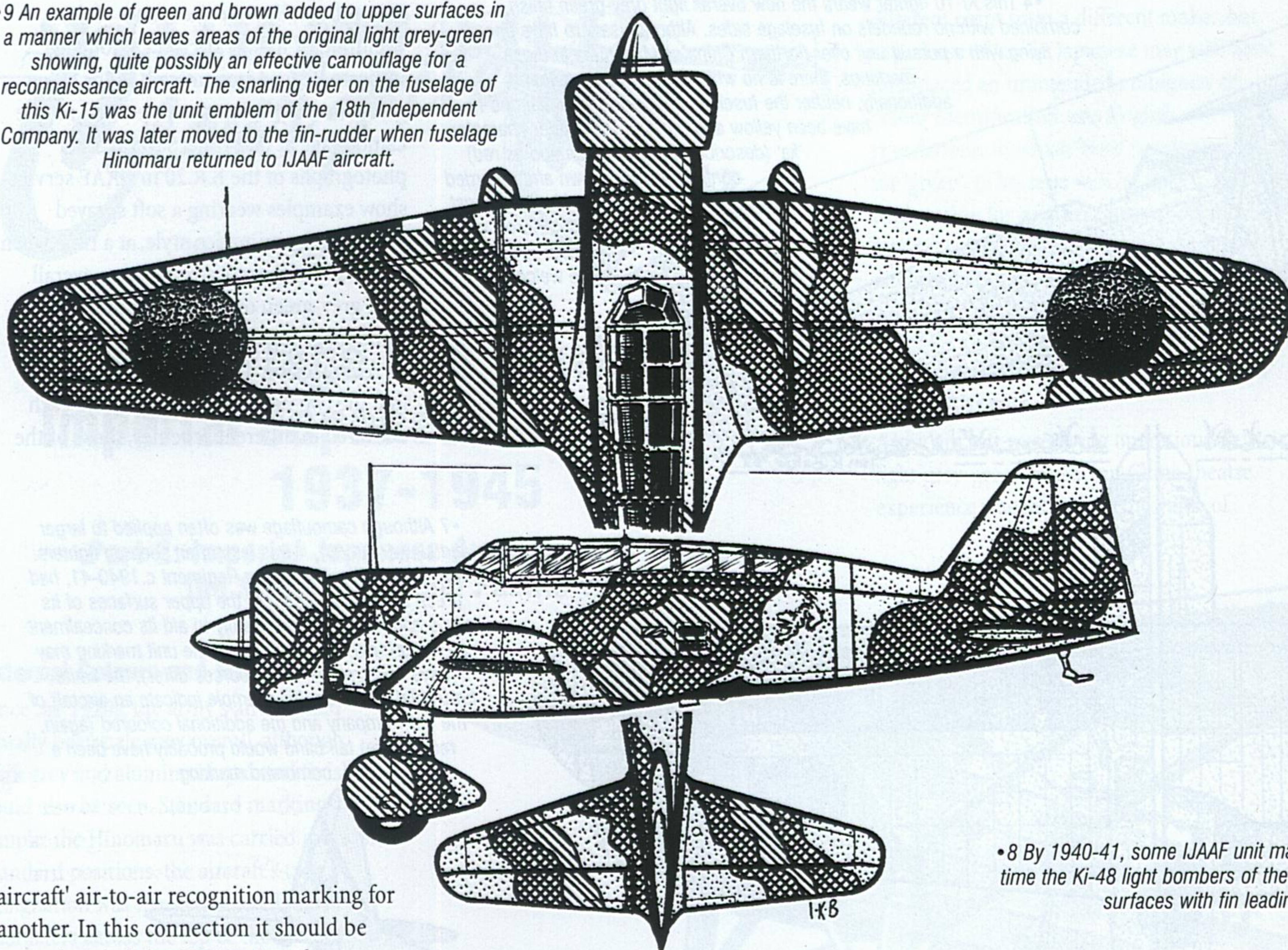


first batch being received wearing an experimental geometric segmented scheme (as trialled by Fiat on a G.50 prototype), and the later ones arriving in the mottled scheme which had, by then, been settled-upon for the Regia Aeronautica.

White Fuselage Tail Bands

In the later thirties IJAAF aircraft tasked with operational theatre roles (bomber, fighters, ground support, reconnaissance) came to be marked with a white fuselage tail band. Someone, way back, referred to this marking as a 'combat stripe' or 'combat marking', and that term tends to have stuck right to the present day. Introduction of this marking reportedly coincided with the dropping of the fuselage Hinomaru from fuselage sides of army aircraft suggesting this might be viewed as the substitution of one style of 'friendly

•9 An example of green and brown added to upper surfaces in a manner which leaves areas of the original light grey-green showing, quite possibly an effective camouflage for a reconnaissance aircraft. The snarling tiger on the fuselage of this Ki-15 was the unit emblem of the 18th Independent Company. It was later moved to the fin-rudder when fuselage Hinomaru returned to IJAAF aircraft.



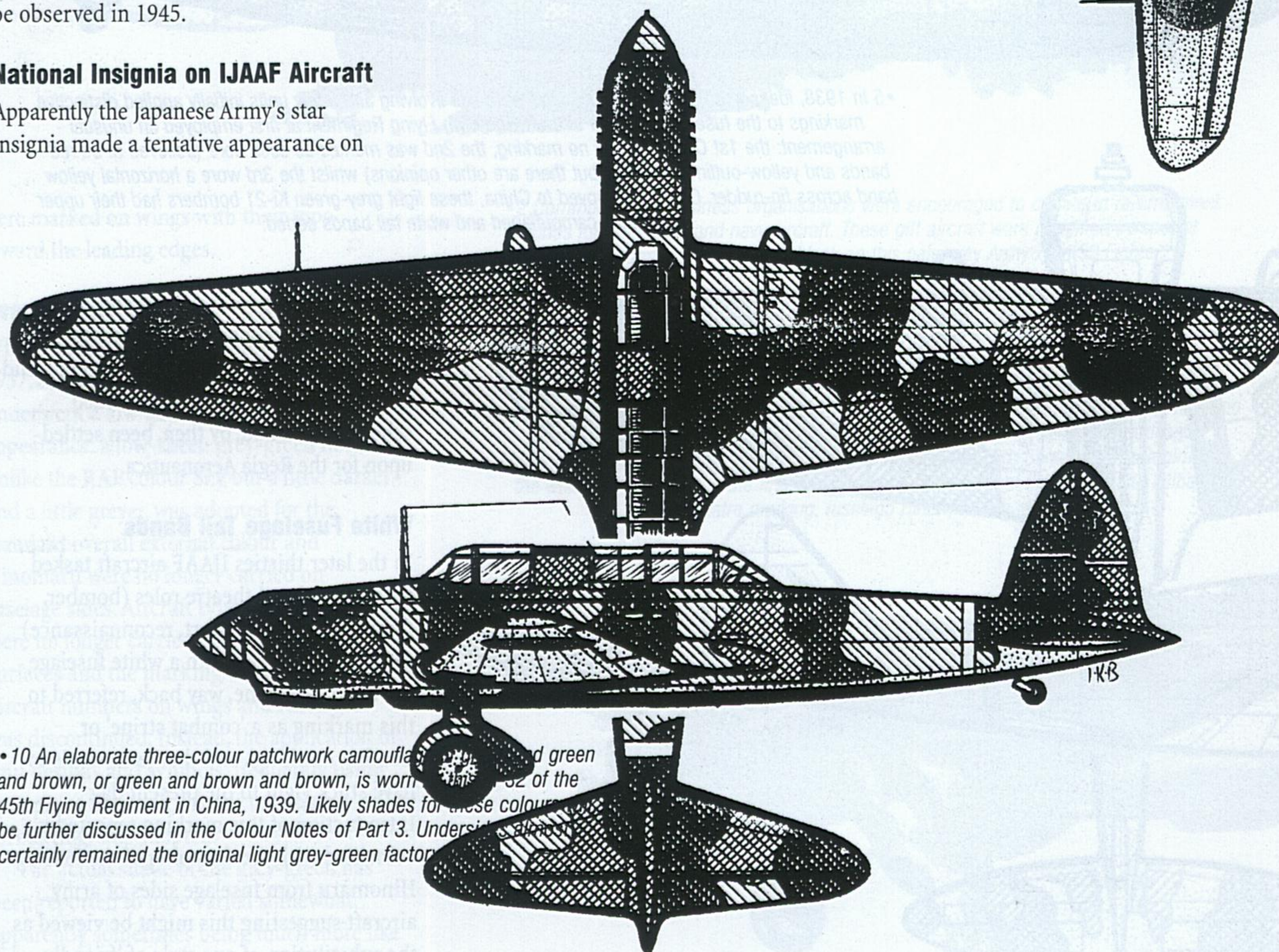
aircraft' air-to-air recognition marking for another. In this connection it should be borne in mind that IJNAF aircraft operating over China in the late thirties also wore a similar white tailband, suggesting a theatre marking. A Japanese source has recently confirmed this, indicating that the white tailband was known as the "border breakthrough" or "field identification" marking. The IJNAF would appear to have dropped it, although just when is unclear... perhaps when the coloured formation markings for the carrier strike force were devised in 1941. Certainly the white tailband was not a navy aircraft marking in Pacific theatres from the time of Pearl Harbour, although it may have lingered on some older types operating in China. It certainly continued to be carried on many IJAAF aircraft after Pearl Harbour, and could still sometimes be observed in 1945.

National Insignia on IJAAF Aircraft

Apparently the Japanese Army's star insignia made a tentative appearance on

some very early army aircraft. Presumably it was the Russian Revolution and the Soviet military's subsequent adoption of a red star which caused a re-think, leading to the red disc marking used by both army and navy from early in the nineteen twenties.

Until the late thirties, army aircraft wore the Hinomaru in the six standard positions of fuselage sides, upper wing topsides and lower wing undersides. Then the red disc was no longer worn on fuselage sides. The actual reason for this is unclear, but whatever the explanation it seems IJAAF aircraft from 1938 into 1942 (and in some cases much later) were not normally marked with the fuselage Hinomaru.



•10 An elaborate three-colour patchwork camouflage of green and brown, or green and brown and brown, is worn by the Ki-15 of the 45th Flying Regiment in China, 1939. Likely shades for these colours can be further discussed in the Colour Notes of Part 3. Undersides, at least, certainly remained the original light grey-green factory finish.

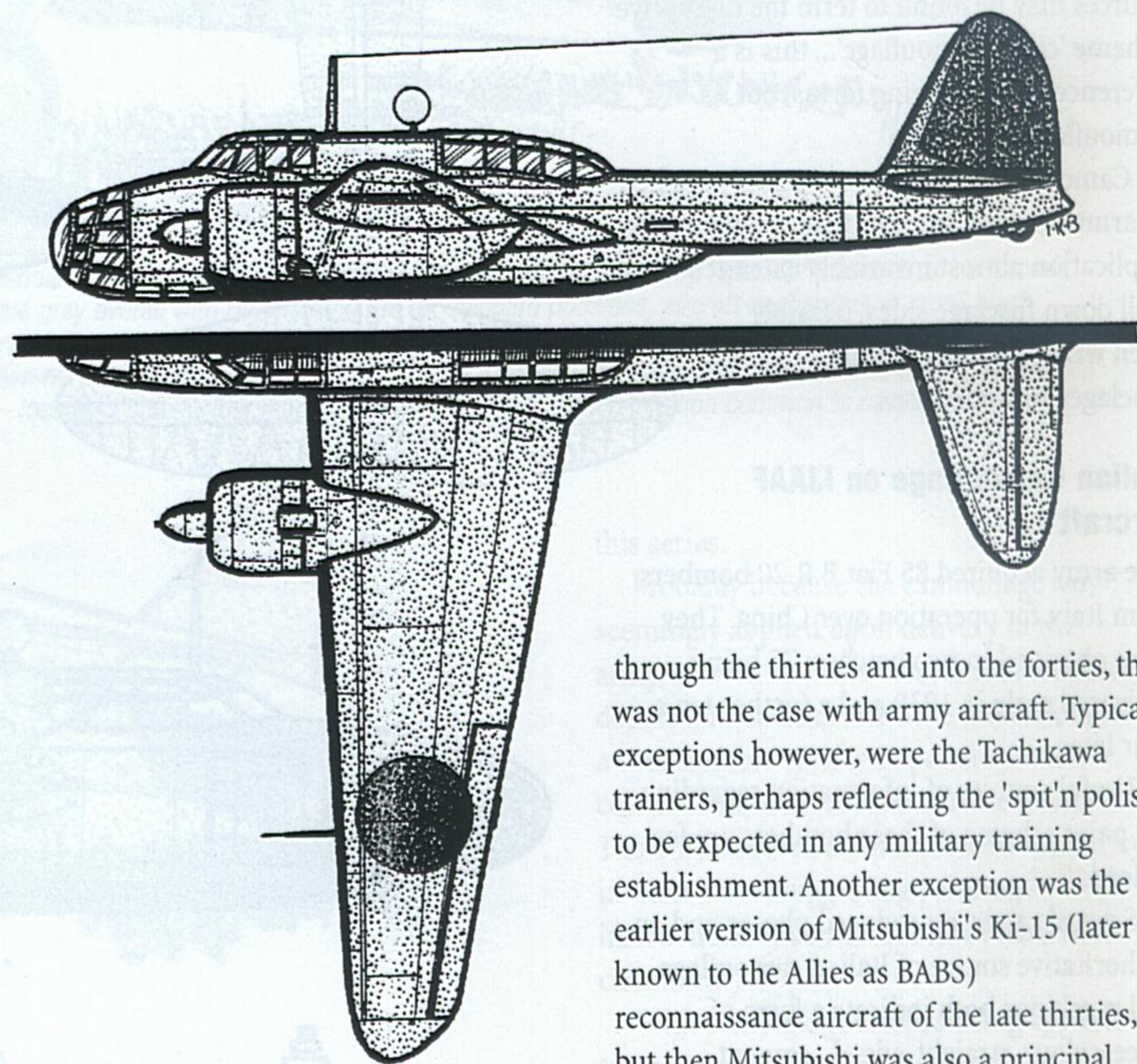
There is always the exception, of course. In this instance, it is Ki-10s (later code-named PERRYs) of the 1st Flying Regiment engaged in some of the vigorous aerial fighting against the Soviet Air Forces in the 'Nomonhan Incident' of 1938. These aircraft displayed fuselage Hinomaru, white outlined for added clarity against their camouflaged sides, in addition to white tail bands.

Wing Hinomaru were marked very large with a segment of the disc commonly crossing the aileron hinge-line, but it is interesting to note that the positioning was frequently rather further inboard from the wingtips than was usual on navy aircraft. With the introduction of disruptive camouflage for operations in China, IJAAF wing Hinomaru typically remained un-outlined.

Engine Cowlings and Propellers

Whilst black-painted radial engine cowlings were a common feature of navy aircraft

•8 By 1940-41, some IJAAF unit markings were becoming bold and colourful. At this time the Ki-48 light bombers of the 75th Flying Regiment had all-red vertical control surfaces with fin leading edge flashes in company colours.



through the thirties and into the forties, this was not the case with army aircraft. Typical exceptions however, were the Tachikawa trainers, perhaps reflecting the 'spit'n'polish' to be expected in any military training establishment. Another exception was the earlier version of Mitsubishi's Ki-15 (later known to the Allies as BABS) reconnaissance aircraft of the late thirties, but then Mitsubishi was also a principal supplier to the navy.

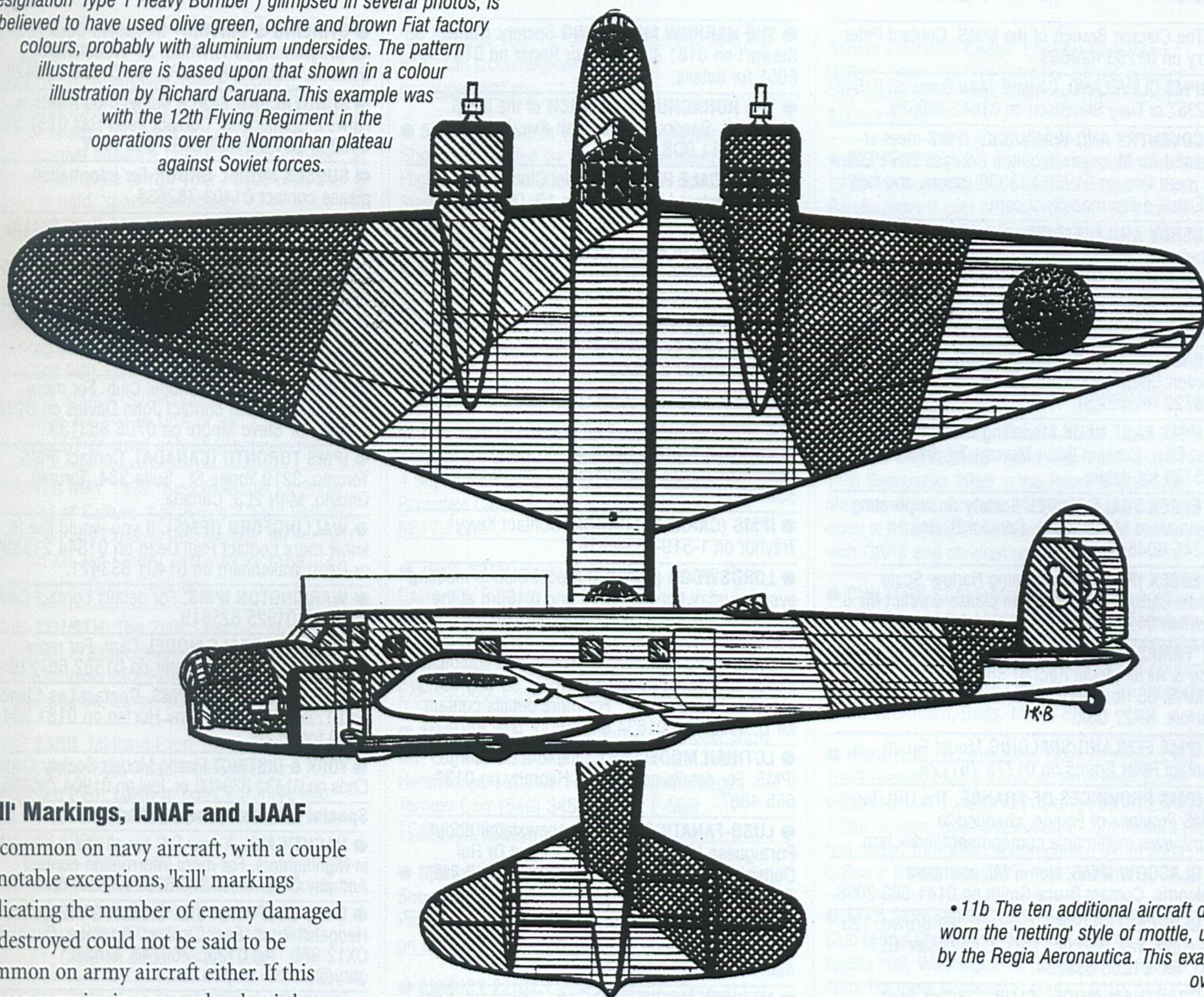
Into 1942, metal prop blades' front faces were normally polished bare metal, with a 50mm red or red-brown band near the tips. Rear faces were given an anti-glare matt black finish as fitted to earlier aircraft types. Later, black was often replaced by the red-brown widely used by the Japanese aircraft industry in the forties.

IJAAF Unit Markings

During the late 1930s, various units began to evolve distinctive markings, sometimes seen on fuselage sides at first, but by the 1940s generally confined to vertical tail surfaces. These often integrated formatting aids by the use of different colours for each sub-group in a unit, and sometimes indications of rank as well.

From simple beginnings, these tail markings steadily evolved into a colourful air force heraldry by 1941, which we shall look at in rather more detail later in this series.

• 11a The segmented-style camouflage on Fiat B.R.20s (IJAIF designation 'Type 1 Heavy Bomber') glimpsed in several photos, is believed to have used olive green, ochre and brown Fiat factory colours, probably with aluminium undersides. The pattern illustrated here is based upon that shown in a colour illustration by Richard Caruana. This example was with the 12th Flying Regiment in the operations over the Nomonhan plateau against Soviet forces.



'Kill' Markings, IJNAF and IJAIF

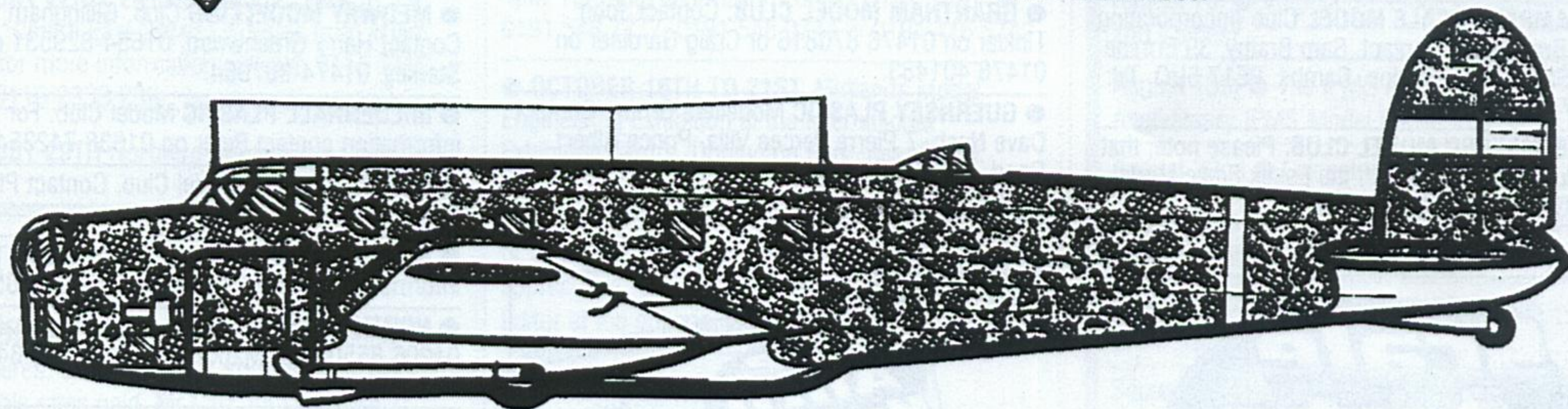
Uncommon on navy aircraft, with a couple of notable exceptions, 'kill' markings indicating the number of enemy damaged or destroyed could not be said to be common on army aircraft either. If this causes surprise in any reader that is because of the numerous domestic propaganda photos of fighters of the 53rd and 244th Flying Regiments, in particular, taken late in the war. Many of these have repeatedly appeared in publications and kit decal sets over recent years, to such an extent that one might now be forgiven for thinking they typified the appearance of the majority of IJAIF fighters.

It would be true to say that 'personalising' of Japanese military and naval aircraft was largely unknown and, presumably, officially frowned-upon except

where it served morale-building propaganda.

Apparently the practice of assigning pilots/crews their 'own' aircraft had operated, at least to some extent, in the IJAIF during

• 11b The ten additional aircraft delivered a year later in 1939 are believed to have worn the 'netting' style of mottle, using similar colours, that was then being adopted by the Regia Aeronautica. This example was with the 98th Flying Regiment operating over China in 1939.



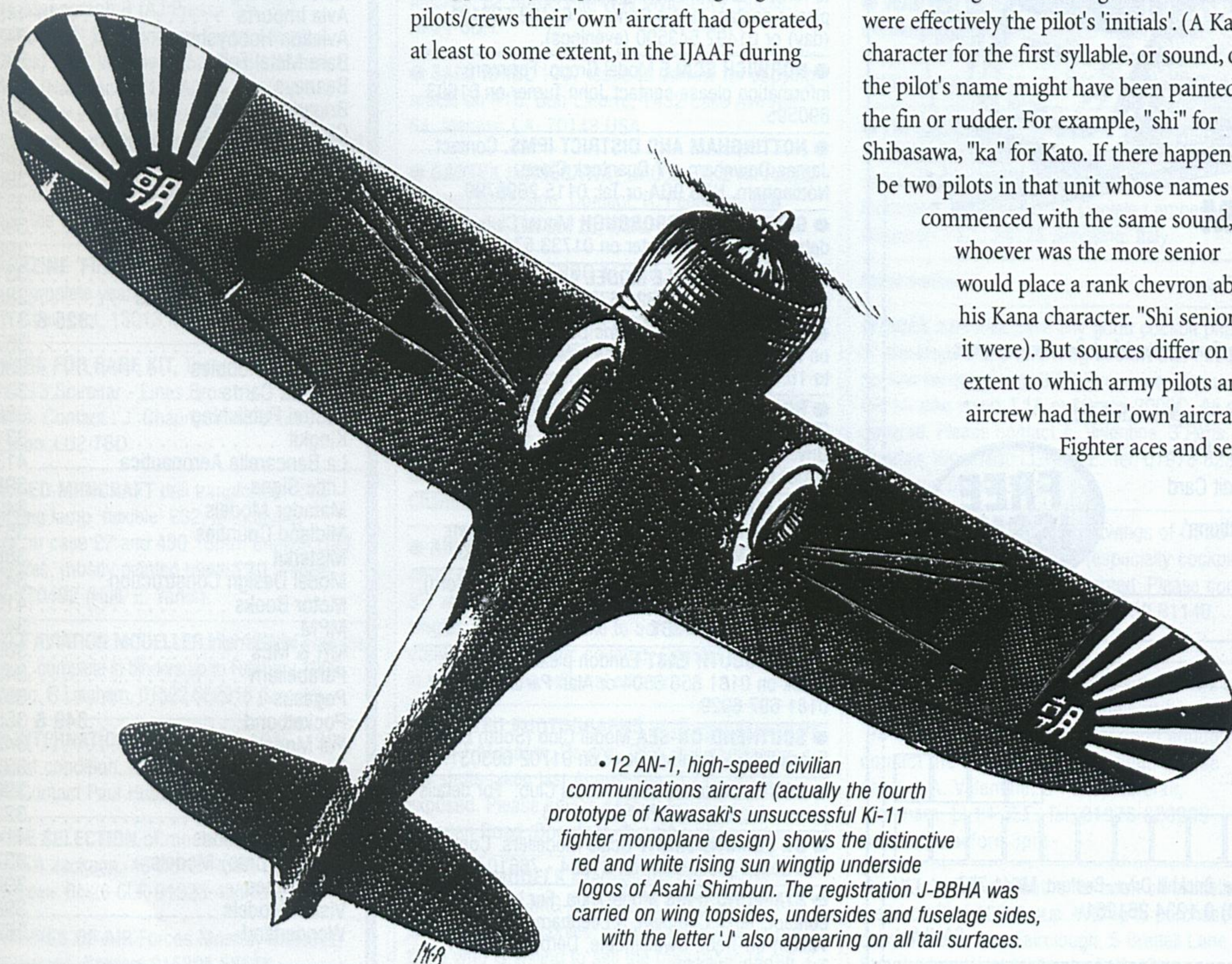
the period 1937-42 with the result that army aircraft of those years were sometimes to be seen wearing 'kill' markings and even what were effectively the pilot's 'initials'. (A Kana character for the first syllable, or sound, of the pilot's name might have been painted on the fin or rudder. For example, "shi" for Shibasawa, "ka" for Kato. If there happened to be two pilots in that unit whose names commenced with the same sound, whoever was the more senior would place a rank chevron above his Kana character. "Shi senior", as it were). But sources differ on the extent to which army pilots and aircrew had their 'own' aircraft.

Fighter aces and senior

The newspaper Asahi Shimbun owned and operated a number of aircraft through the 1930s. In addition to their registrations, these were all marked with the company's own logo, featuring sun's rays radiating out to the wingtips in most distinctive fashion. It must have been impressions of these aircraft with their distinctive markings which subsequently gave rise to stories, after Pearl Harbour, of attacking Japanese aircraft emblazoned with 'rising suns' across wing undersides.

J-BACI "Nippon", the converted Mitsubishi G 3M which, in 1939, completed the first round-the-world flight in Japan's civil aviation history, was marked not only with its civil registration but with Hinomaru on upper and lower wings.

Dan K. Baker



• 12 AN-1, high-speed civilian communications aircraft (actually the fourth prototype of Kawasaki's unsuccessful Ki-11 fighter monoplane design) shows the distinctive red and white rising sun wingtip underside logos of Asahi Shimbun. The registration J-BBHA was carried on wing topsides, undersides and fuselage sides, with the letter 'J' also appearing on all tail surfaces.



"We value your comments, corrections and suggestions for possible inclusion in future editions."

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SAMI-5-4

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

● **APRIL 30TH AND MAY 1ST.** IPMS-USA Region 1 Convention. "Noreastcon '99". Presented by IPMS Niagara Frontier Chapter at the Clarion Hotel, Third & Old Falls Blvd, Niagara Falls, New York, USA. Write to Dick Schulenburg, 18 Adams st., Silver Creek, NY 14136 USA or call 716-934-2161 after 7pm EST or email schull8@netsync.net.

● **7TH/8TH MAY 1999.** Beskyd Model Kit Show '99. House of Culture, Koprivnice, Czech Republic. Competition and Contest Secretariate: Mr Richard Králik and Mr Jan Stedry, Stefanikova 1155, 742 21 Koprivnice, Czech Republic.

● **MAY 8TH/9TH.** The 24th Sandown Model Symposium in association with Elmbridge Model Club at Sandown Park Exhibition Centre, Sandown Park Racecourse, Esher, Surrey. 9.30am-6.00pm.

● **MAY 23RD.** Midland Expo '99 at Leasowes Leisure Centre, Kent Road, Halesowen nr. Birmingham from 10am to 5pm. For more info. contact D Jeffery (0121 550 7184) or C Greville (0121 360 4905).

● **MAY 29TH** Torbay Military Modelling Society Annual Exhibition at Torquay Town Hall, Torquay, South Devon. Open 10am to 5pm. Admission Adults: £1, Children under 16 and OAPs: 50p.

● **MAY 29-30TH.** Squadron Scalefest '99. (IPMS North Central Texas). Contest, vendors, open house. At the Exhibit Hall, Rodeo Center, 1818 Rodeo Drive, Mesquite, Texas USA. For more information send an SSAE to; Squadron Scalefest

'99, PO Box 180778, Dallas, Texas 75218-0778 or e-mail jccooke@onramp.net or www.ipmsnct.org.

● **5TH JUNE.** North West Scale Modellers Model Show '99. Hosted by the Seattle Museum of Flight. 10am to 4.30pm. For further details contact Steve Holmes 1-425-353-6998 or Bill Johnson 1-425-257-3284.

● **SALISBURY MODEL** Club Show will be held on June 5th at the Hall of Wyvern College, in Laverstock, Salisbury Wilts. Contact the Show Manager at 13 Park Street, Salisbury, SP1 3AT. Tel:01722 327498/Fax:01722 501518. e-mail - d.lane@dial.pipex.com.

● **THE NORTHERN** Model Show, 5th/6th June at Templepark Centre, South Shields. 10.00am to 4.30pm both days. Contact : Rob Sullivan, 6 Riverdale Close, Blackhall Mill, Tyne and Wear, NE17 7LW.

● **JUNE 27TH.** Scale Hobby Expo, Buena Park California. 9.00am to 3.00pm. Sequoia Conference Centre, 7530 Orangethorpe Ave. Contact The Warpath Productions Post Office Box 33754, San Diego, CA 92163. Toll Free #: 1-877-EXPOS2000. E-mail:Expos20@IX.NETCOM.COM.

● **AUGUST 7TH.** Virginia Shootout, Model show and contest. Roanoke Airport Marriott. 2801 Hershberger Rd. NW. For information contact Tommy Carr (540) 345-2713 or E-Mail: TCarr83700@aol.com.

● **IPMS AVON.** The 10th Anniversary IPMS Model Show will be held on Sunday 15th August at The Pavilion, Bath. Further details from Stephen Lucas on 01454 316439.

● **AUGUST 22ND,** Leicester Model Show at the Y.M.C.A. Centre East Street Leicester from 10am to 4pm for more information contact: 0116 2107 640 or 0116 2333 238.

● **AUGUST 29TH** Northern Model Expo. Bolton

School Exhibition Centre, Chorley New Road, Bolton. Open 10am to 5pm. For details contact: Ray Ashworth (01204 669770), Dave Vickers (01253 822319).

● **SEPTEMBER 4TH.** IPMS Brampton Model Show 1999 will be held at the Corn Exchange, St. Ives, Cambs from 9 until 5. Enquiries to Phil Cater on umch@globalnet.co.uk or to Sam Bratby on 01487 830689.

● **SEPTEMBER 5TH.** AeroSpace & Vehicle Club Model Show at The Community Centre, Church Rd, Wombourne, West Midlands. Just off the A449. For details send SSAE contact J. Van Leerzem, 163 Bells lane, Stourbridge, West Midlands. DY8 5DS.

● **IPMS CLEVELAND** Model Show will be on the 11th September 1999 at the Priory Social Club, Maryton Road, Acklam, Middlesbrough. Doors open at 10am and admission will be £1 for adults with OAPS and children under 14 free.

● **CHILTERN SCALE** Model Club will be holding a model show at the Mosquito Museum, Salisbury Hall, London Colney, Herts. The provisional date is 12th September, for further details please contact the show co-ordinator, Chris Russell, 55 Stagsden Road, Bromham, Beds. MK43 8PY.

● **IPMS (UK)** Leicestershire Branch presents the 1999 Friendly Model Show at Broughton Astley Village Hall on Sunday 12th September 1999. Open 12am to 5pm. Adult admission £1.50, Juniors (16 and under) free when accompanied by an adult. Contact: 01455 284600 or 01455 284305.

● **12TH SEPTEMBER.** Sunderland Scale Model Club Model Show at the Nissan Social Club and Sports Hall, Washington Nr Sunderland. 10am to 4pm. For more Information contact 0191 5130489, 0191 548 7777, 0191 548 0744 or 0191 416 5742

● **OCTOBER 16TH TO 21ST.** Midlands Model Engineering Exhibition at the International Exhibition Centre, Donington Park, near Derby.

or to copy the articles it would be much appreciated. Offers in writing to Mark Attrill via the Editor at the editorial address.

Penfriends

● **I WOULD LIKE** to correspond with people of any part of the world about military aviation and aircraft modelling. Contact José Augusto Barroso de Brito, Rua Brito Limpo s/n° Barcelinhos, 4750 Barcelos, Portugal, Europe.

● **WANTED UK/EUROPE** and US modellers for exchanges of aviation related material and information. Contact Marek Krzeminski, ul. Pstrowskiego 17/40, 10-601 Olsztyn, Poland.

● **I'M LOOKING** to correspond with French modellers who can help me with camouflage and insignia for French aviation in Algeria and Indochina. Please Contact Daniele Lamberti, Via Gasparini 11/1, 24125 Bergamo, Italy.

Information

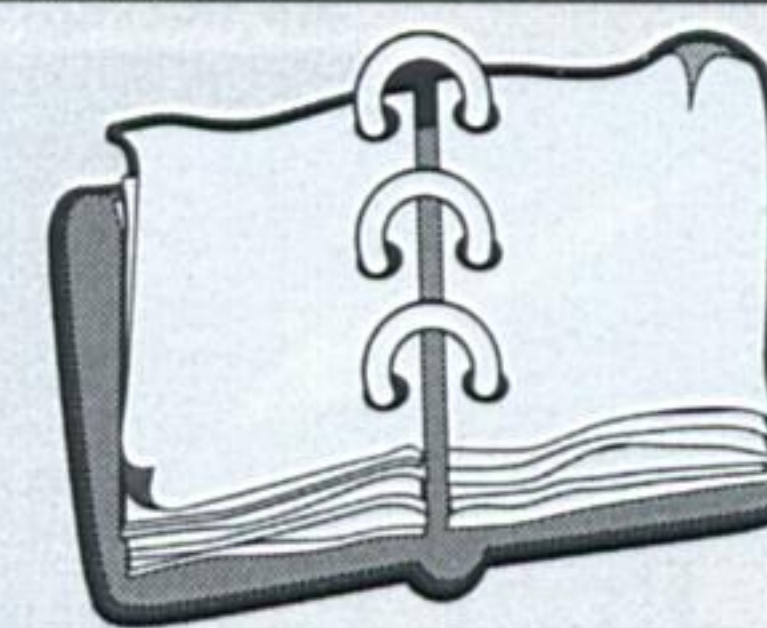
● **DOES ANYONE** have any good cockpit photos or drawings of the following aircraft that I could borrow for copying. S.2B Buccaneer, Jaguar GR.1A BAe Hawk T.1A or Mirage 2000C. All costs covered. Please contact A. Valentine, 3 Peris, Acrefair, Wrexham. LL14 3LE. Tel: 01978 823905 weekdays before 3pm.

● **HELP! PICS/DOCS** and drawings of OS2U Kingfisher and D.H. Hornet (especially cockpit engines and landing gear) wanted. Please contact Philippe Thibaut, Rue Dekoster, 159 B1140, Brussels.

● **WOULD THE PERSON** who entered the black 1/32nd Hawk T.1A by ID Models at last years '98 IPMS Nationals please be good enough to contact me about how it was built. Please contact A. Valentine, 3 Peris, Acrefair, Wrexham. LL14 3LE. Tel: 01978 823905 weekdays before 3pm.

● **FULL TITLE** and author of book on modelling the aircraft of 100 Group. Willing to purchase copy of book. Ken Fairclough, 5 Brettell Lane, Stourbridge, West Midlands. DY8 4BN.

Events Diary at a Glance



1999

April 30th and May 1st ● IPMS-USA Region 1 Convention. "Noreastcon '99"

May 7th/8th ● Beskyd Model Kit Show '99. Koprivnice, Czech Republic

May 8th/9th ● The 24th Sandown Model Symposium, Surrey

May 23rd ● Midland Expo 1999 at Halesowen near Birmingham

May 29th ● Torbay Military Modelling Society Annual Exhibition

May 29-30th ● Squadron Scalefest '99. (IPMS North Central Texas)

June 5th ● North West Scale Modellers Model Show '99 USA

June 5th ● Salisbury Model Club Show

June 5th/6th ● The Northern Model Show

June 27th ● Scale Hobby Expo, Buena Park, California

July 4th ● A Fort Full of Models at Newhaven Fort, Newhaven, East Sussex

August 7th ● Virginia Shootout, Model Show and Contest

August 15th ● The IPMS Avon 10th Anniversary IPMS Model Show

August 22nd ● Leicester Model Show

August 29th ● Northern Model Expo. Bolton School Exhibition Centre

September 4th ● IPMS Brampton Model Show 1999

September 5th ● AeroSpace & Vehicle Club Model Show at Wombourne, West Midlands

September 11th ● IPMS Cleveland Model Show

September 12th ● Chiltern Scale Model show

September 12th ● The IPMS Leicestershire Friendly Model Show

September 12th ● Sunderland Scale Model Club Model Show

October 16th to 21st ● Midlands Model Engineering Exhibition

● **GOOD PHOTOS** of Yugoslav Hurricane Mk Is and Bf 109Es, Greek MB.151s and Gladiator Mk Is wearing April 1941 camouflage and markings. Contact Sid Napier, Burgstrasse 2, CH-4107 Ettingen, Switzerland.

● **PHOTOGRAPHS** or drawings of cockpits, undercarriage, exhaust nozzles etc for BAC TSR2. Will purchase or copy and return any suitable material. Contact Andy on 01752 895331 after 5pm.

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● **MAGAZINE 'FINE SCALE** Modeler' from 1990 to 1996. (Complete years). Offers to Bellonio Pierre, 34 Rue Chalusset, 13013 Marseille, France.

● **OFFERS FOR RARE KIT.** Triang-Frog 1/72nd scale N113 Scimitar - Lines Bros. (NZ) Ltd - Cat. No. 334p. Contact : J. Chapman, 48 Sherbourne Ave. Luton. LU2 7BD.

● **UNUSED MINICRAFT** drill transformer £32, Magnifying lamp 'flexible' £32, Magnifying glasses, in case £7 and 450 15mm English Civil War figures, mostly painted metal £30. Phone 01964 670492 (Hull, E. Yorks).

● **SCALE AVIATION MODELLER** International from the first issue, complete in binders up to February 1999. £110 ovno. R Latchem, 01522 562918 (Lincoln).

● **AIR INTERNATIONAL** Magazines 1975 -1998, very good condition, almost complete, offers please. Contact Paul Hubberstey 01772 848255.

● **LARGE SELECTION** of model kits. Send SAE for lists to R A Jackson, 48 Dover Road, Polegate, East Sussex. BN26 6LF. 01323 485465.

● **32 COPIES OF AIR** Forces Monthly including first 25 issues. Contact 015395 58588.

Wanted

● **MONOGRAM 1/48TH** WWII USAAF ground crew figures, also tractor, all from bomber kits - reasonable rates paid. Mr Carr, 45 Dovecote, Lakes Lane, Newport Pagnell, Bucks. 01908 617206.

● **AERO JOURNAL** Issue 1 and (US) Scale Modeler August '94. Will buy or have early issues of Scale Aviation Modeller for exchange. Contact P. Mitchell, 82 Somerville Way, Aylesbury, Bucks. HP21 8QH.

● **SAMI APRIL** 1997 issue to borrow for copying article on I-16. Bob Latorre, 1432 Lake Ave Apt. 64, Metairie, LA. 70148 USA.

● **GARTEX (HASEGAWA)** GA005 E7K2 Alf Radial Engine conversion. Contact: R. Pedersen, Box 604, Dalton, GA 30722, USA.

● **DECALS FOR FROG** 1/72nd scale Lindbergh 'Spirit of St. Louis'. R. L. Turner, 12 Rooks Close, Longcroft Lane, Welwyn Garden City, Herts. AL8 6JT. Tel: 01707 330066

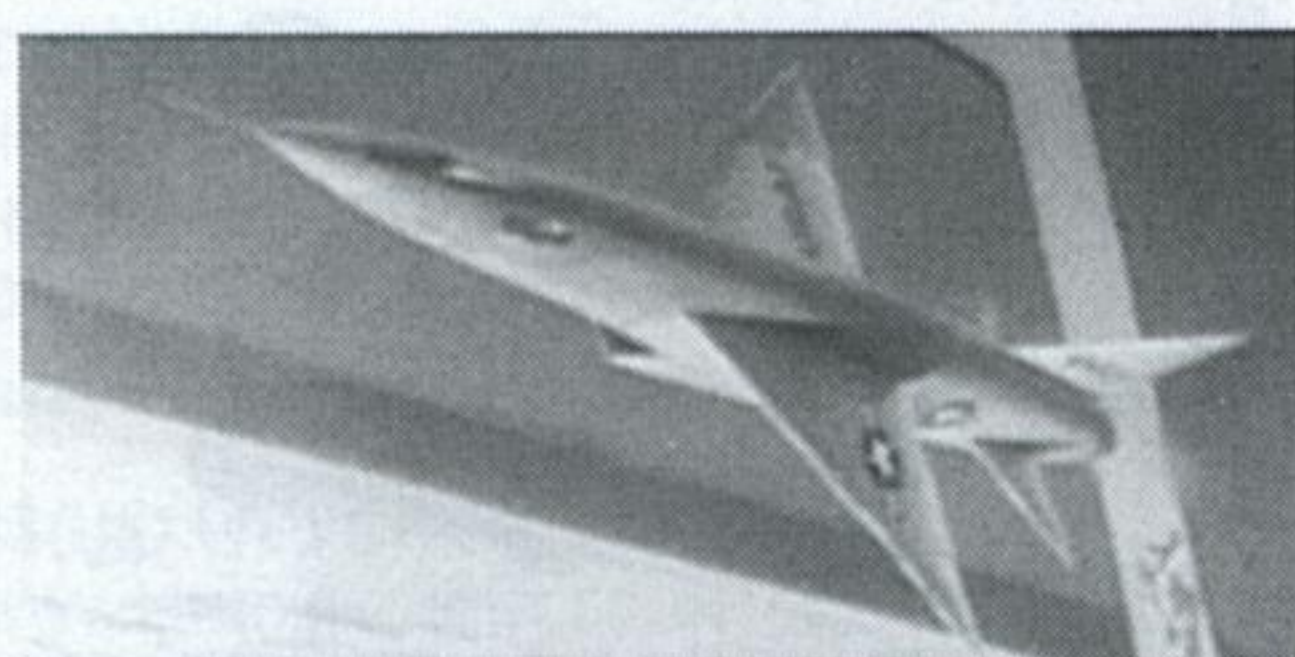
● **'L'AVIATION FRANCAISE** en Indochine, 1946-1954', by Jean-Claude Soumille, 'The Flying Camels' (History of RAF Sqn. 45). Send prices to Charles Euripides, 4508 Willow Croft Ct., Charlotte, NC 28226 USA.

● **AIR PUBLICATIONS** (AP's) and parts manuals on all military aircraft types. Specifically Vol 1 & 3's and Pilot's Notes. Will purchase batches, or singles. I would also like to borrow similar for copying, postage etc covered. Contact the Editor, in writing, at the editorial address.

● **WANTED PHOTOGRAPHS** of all aircraft exhibits in USAF Museum, Dayton, Ohio required because my shots taken last August were badly underexposed. Please advise cost. D Nowell, 23 Greenan Road, Doonfoot, Ayr, KA7 4ET.

● **SCALE MODELS** International ran a series of articles on the MiG-21 in 1988 or 1989, and I no longer have my copies, so if there is anyone out there who is willing to sell the magazines to me,

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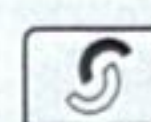


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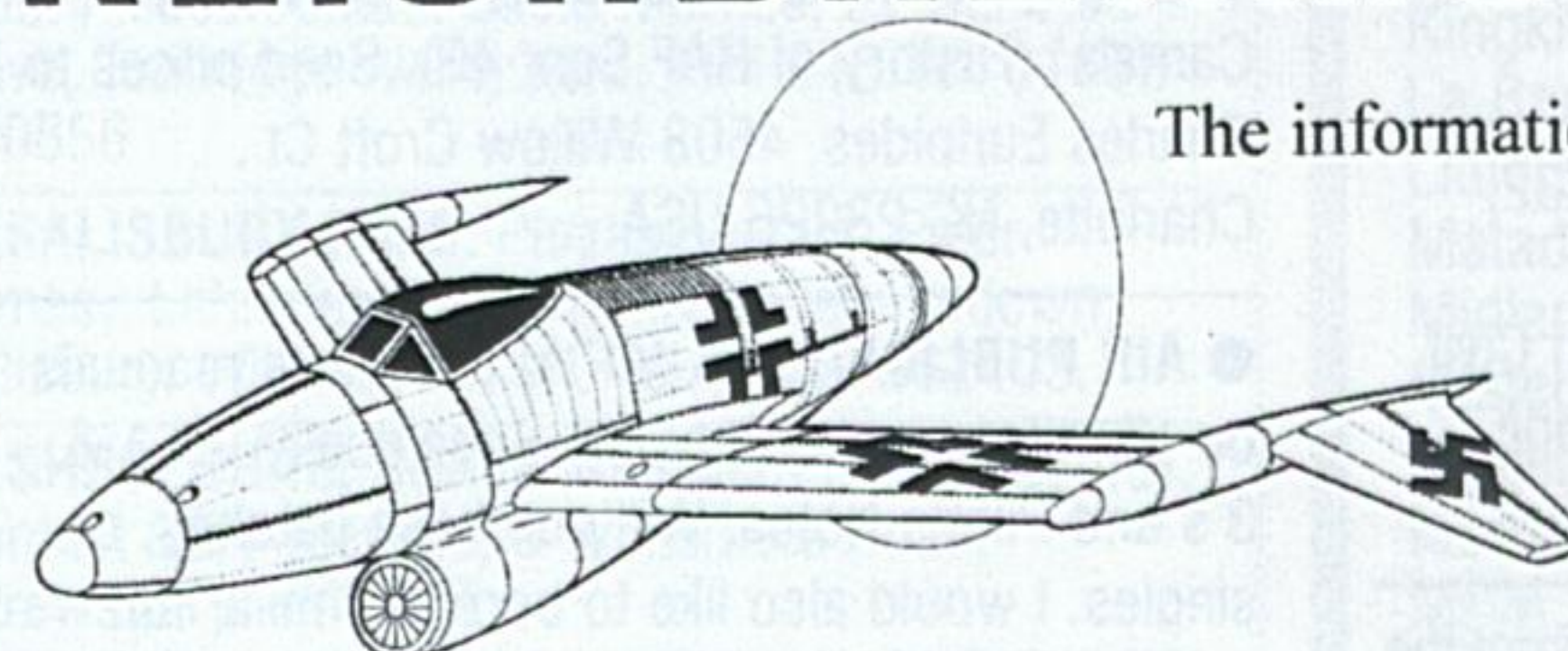
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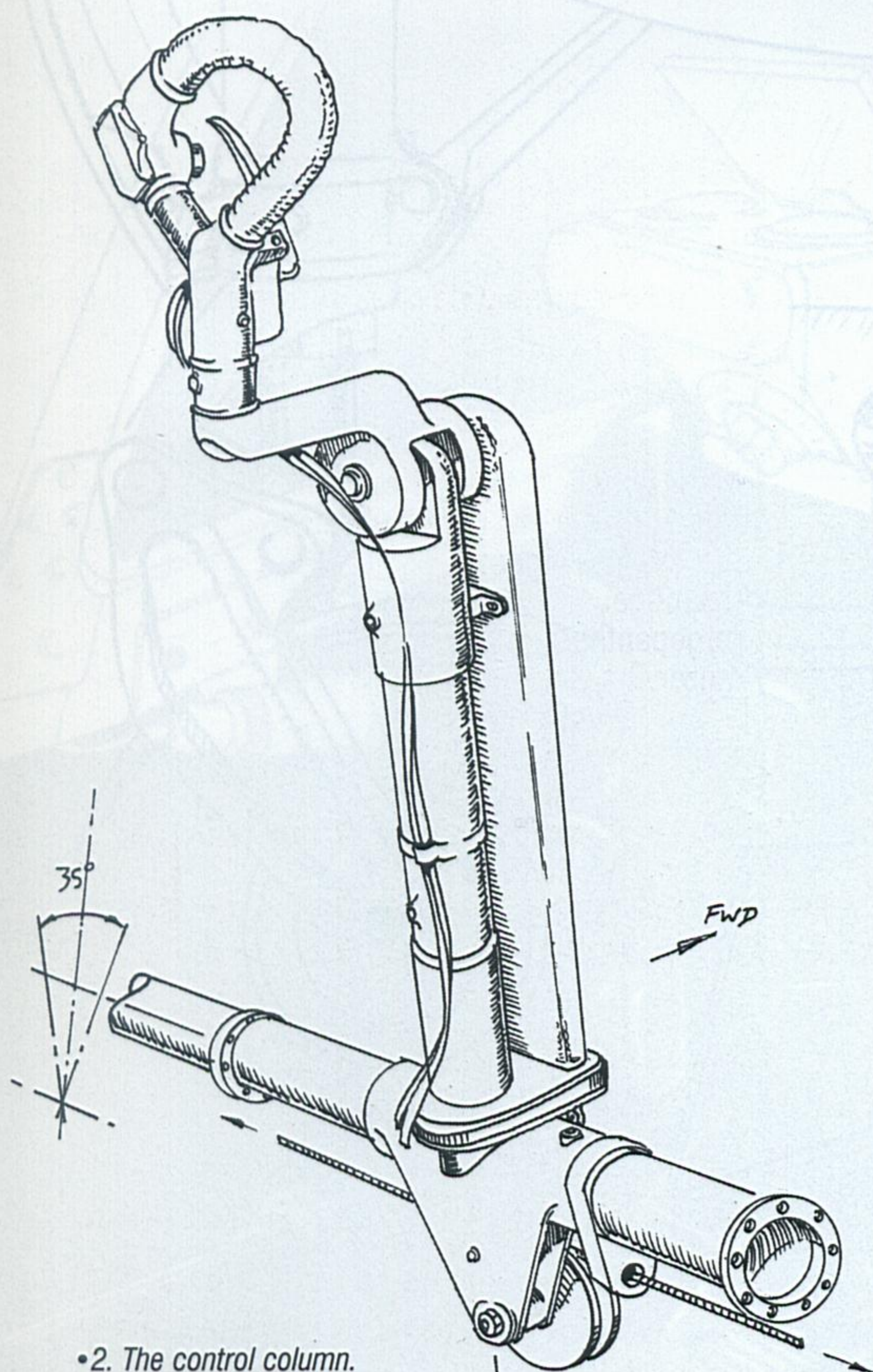
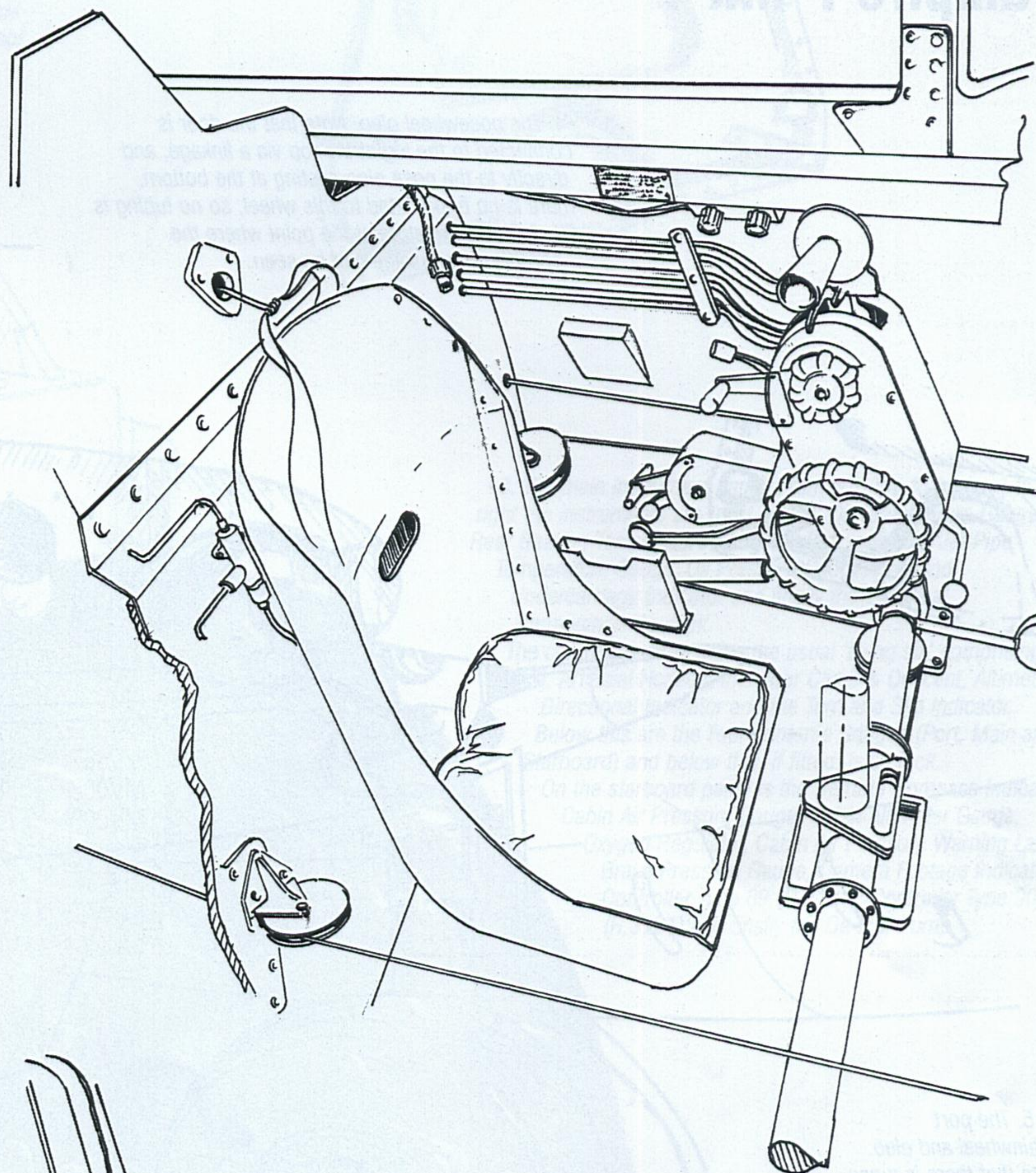
Pilot's Perspective

by Anthony Oliver

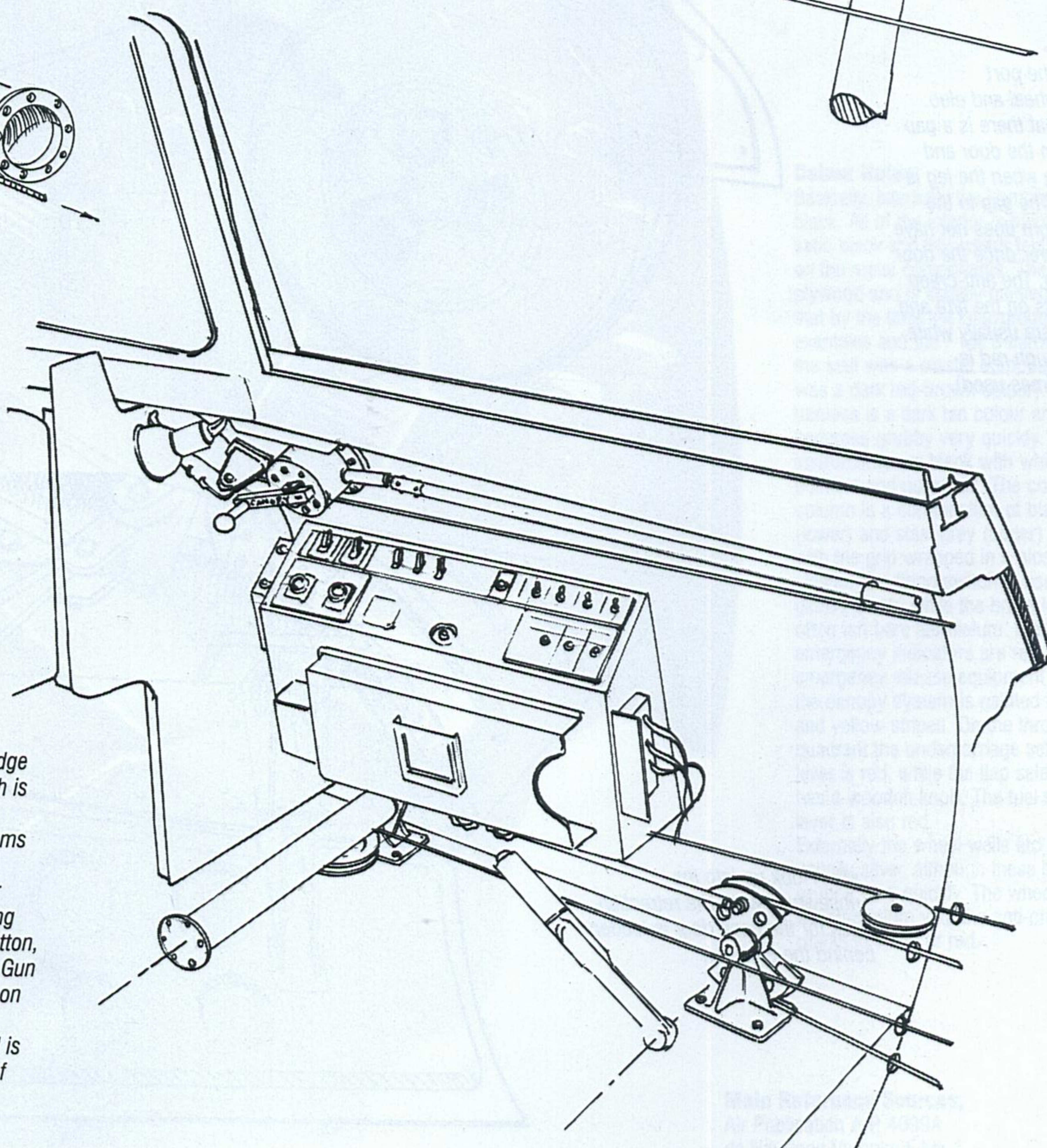
de Havilland Vampire F Mk 1

This month Anthony Oliver takes a look in and around the de Havilland Vampire F Mk 1.

- 1. The port sidewall. Here you can see the engine control cables passing through the rear bulkhead and the two Booster Coil switches on the canopy sill above the throttle quadrant. The throttle quadrant is a very complex part and comprises the Undercarriage and Flap selector levers (lower), Dive Brake and Canopy Seal levers (middle) and Throttle lever combining the gun sight control on top. The friction damper for the throttle can be seen at the top/front of the unit, with the Tail Trim Wheel below it. The lever at the bottom/front edge of the unit is the Fuel Shut-off. Note that in the early Vampire the pilot's seat is plywood.



- 2. The control column. This item's grip contains the cannon firing and 'safe' switch on the front (port side), the 'press to transmit' button on the rear of the grip and the brake lever in the centre at the back of the grip.



- 3. The starboard sidewall. At the front top edge is the Canopy Jettison lever, alongside which is the Canopy Winding Mechanism. The large electrical distribution panel below these items comprises Starter Switch, Master Switch, Remote Compass switch, Pitot Head Heater switch, Navigation Light switch and Landing Light switch (top row), with the Starter Button, Fire Extinguisher Button, I.D. Light switch, Gun Sight switch and R.3121 Detonation switch on the bottom row. The handle seen below the distribution panel is attached to the seat and is for adjustment of that item.

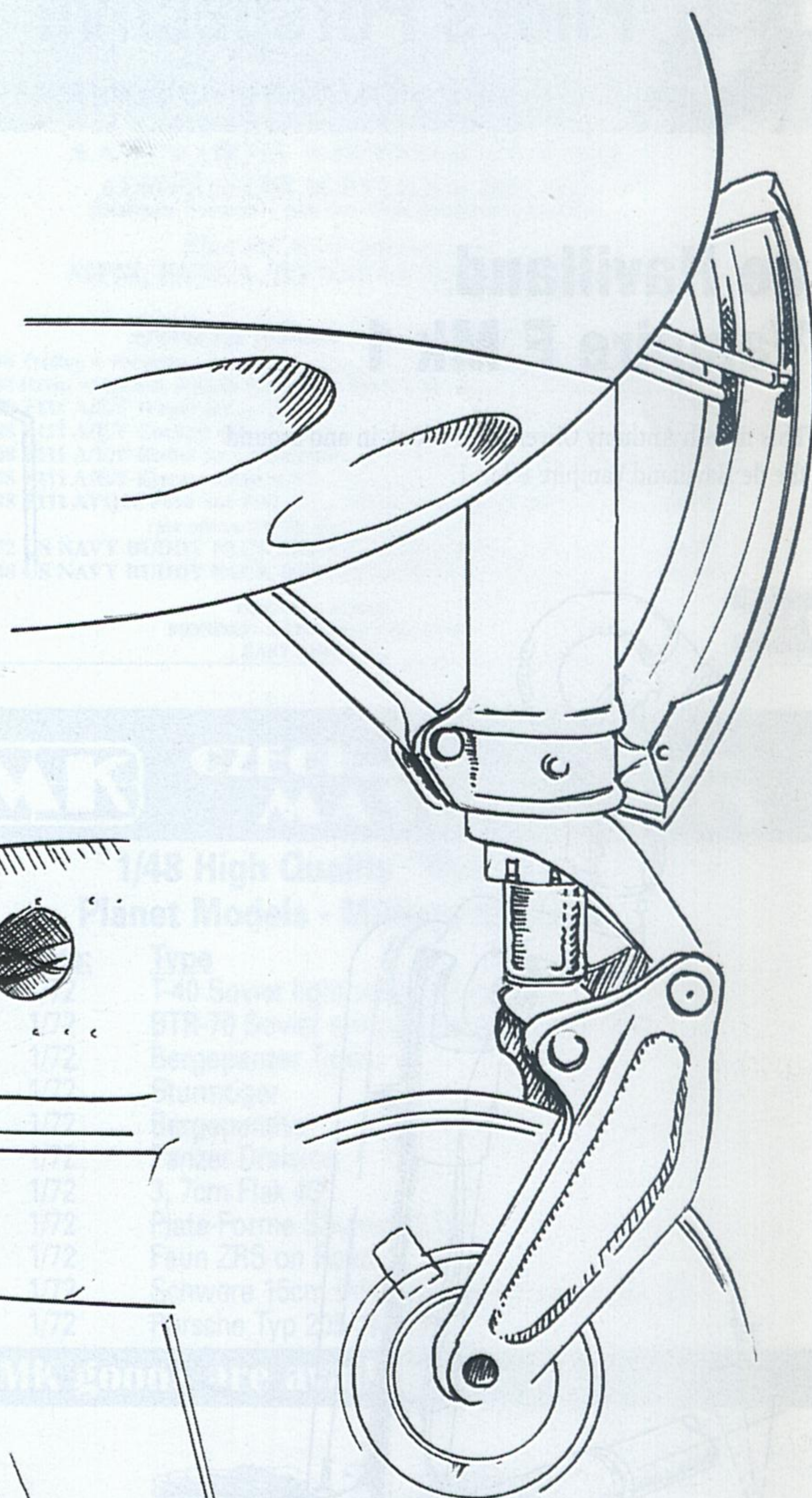
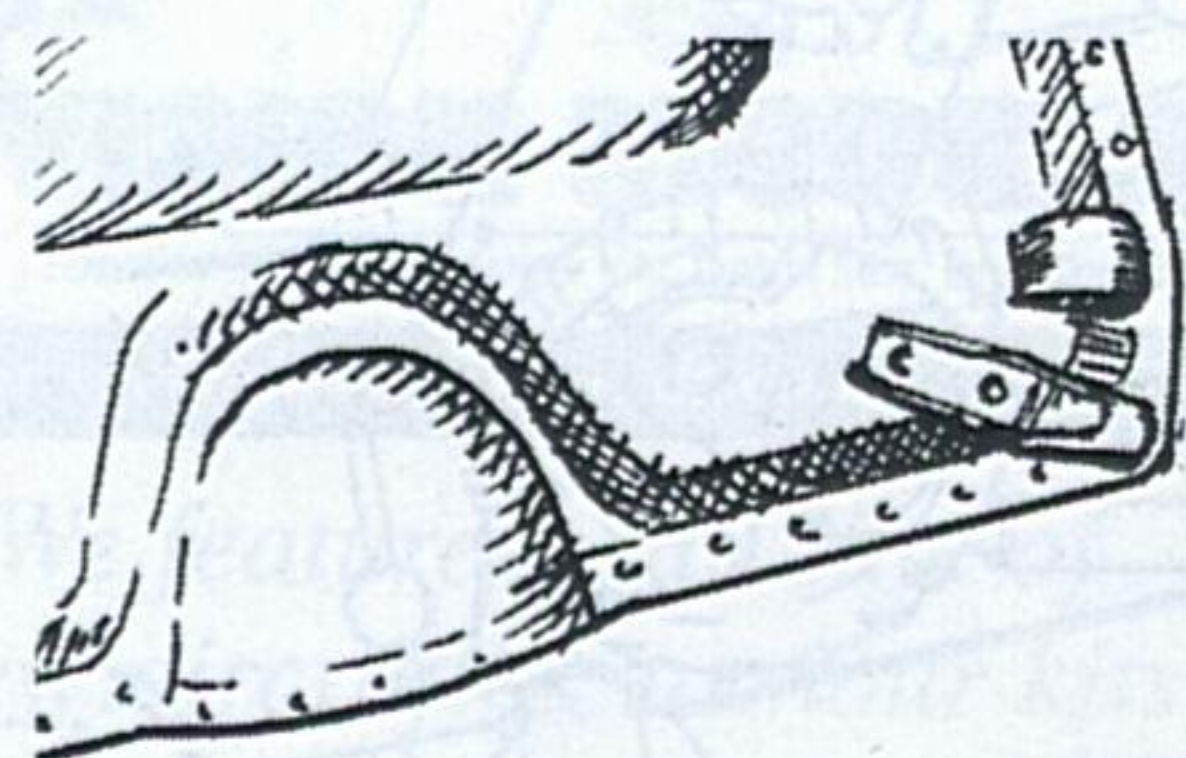


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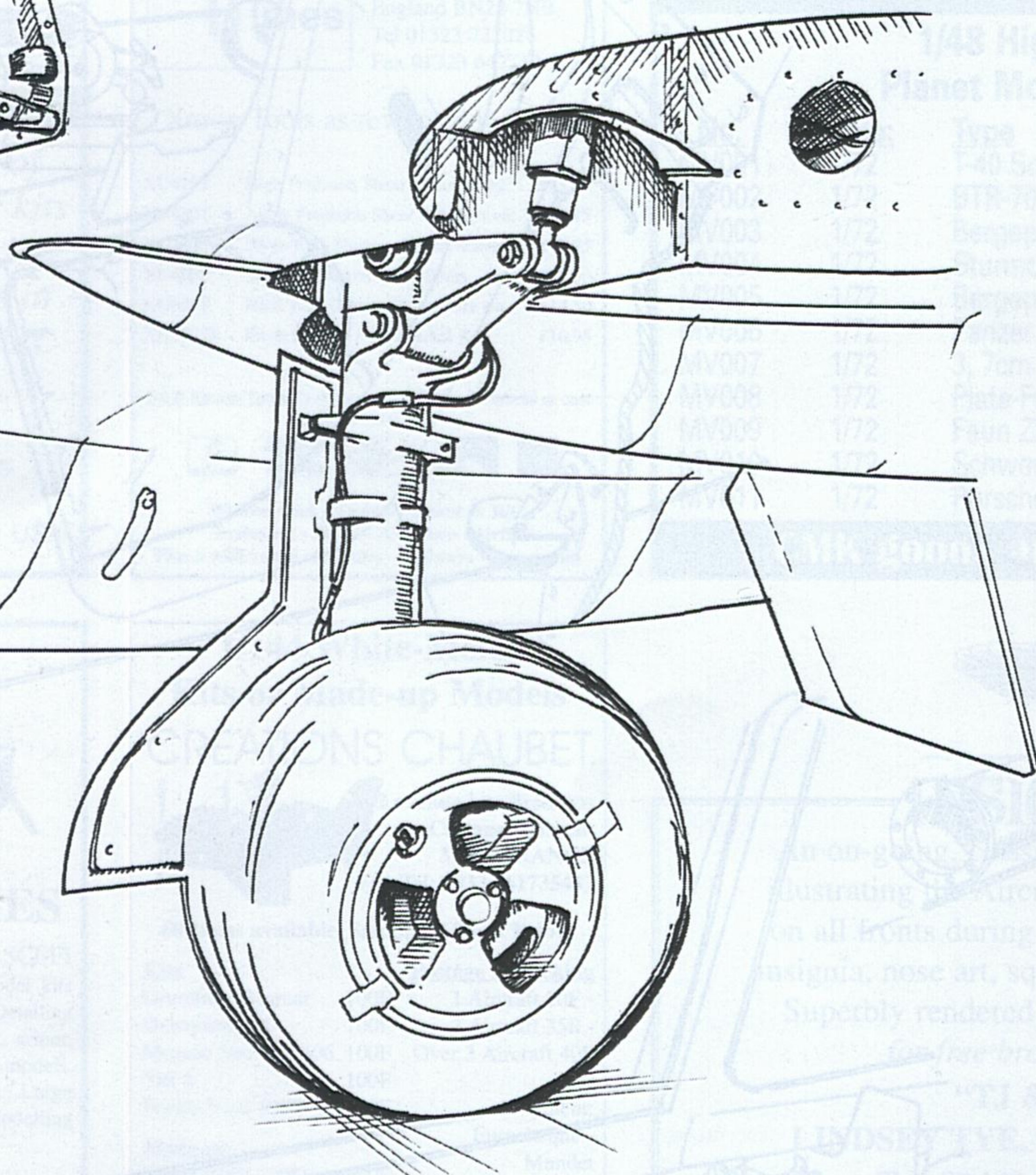
by Anthony Oliver

de Havilland Vampire F Mk 1

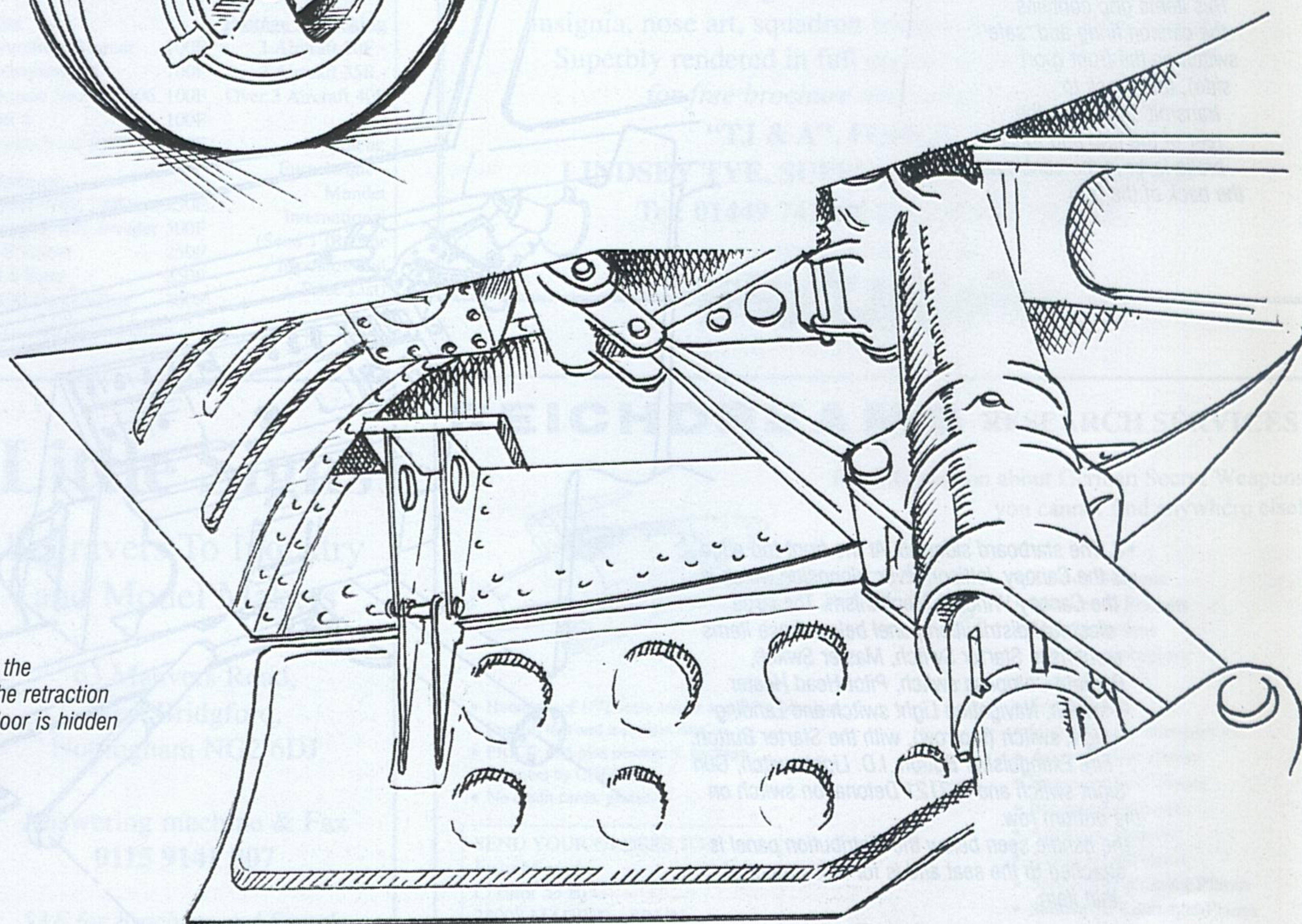
•4. The nosewheel oleo. Note that the door is connected to the leg at the top via a linkage, and directly to the nose oleo casting at the bottom. There is no brake fitted to this wheel, so no tubing is fitted. The leg castors at the point where the compression linkage can be seen.



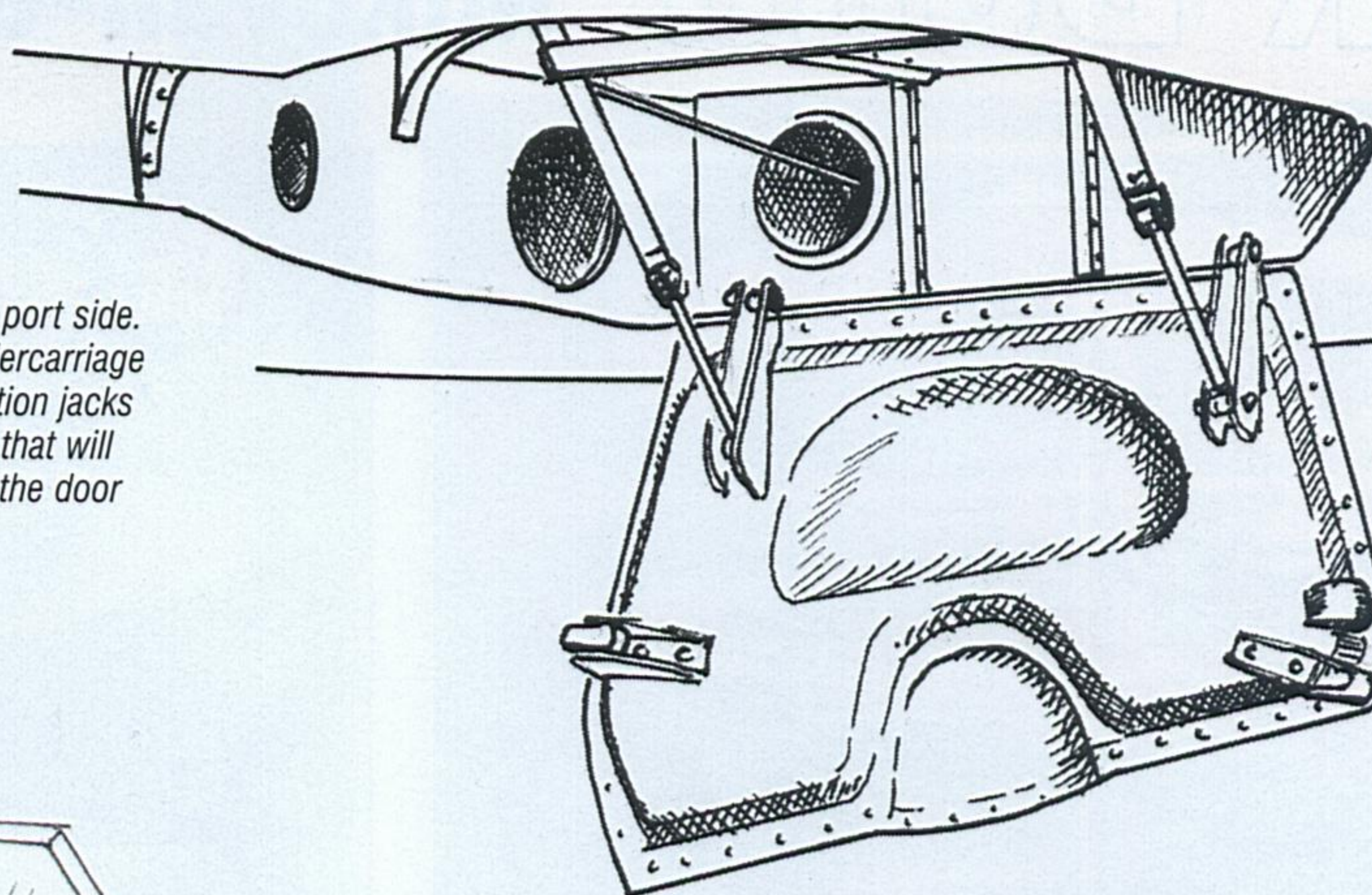
•5. The port mainwheel and oleo. Note that there is a gap between the door and the wing when the leg is down. The gap in the tailboom does not have a cover once the door is up. The anti-creep marks on the tyre and hub are usually white (although red is sometimes used).



•6. A look up into the nosewheel well. The retraction jack for the nose door is hidden behind the oleo leg.



- 7. The mainwheel undercarriage door, port side. This is the outer door on the main undercarriage of the Vampire. Note the simple retraction jacks and the bumper block on the rear face that will stop the main wheel spinning once the door is fully closed.



- 8. The main instrument panel. From left (top to bottom) to right the instruments are (port panel): Oil Temperature Gauge, Rear Bearing Temperature Gauge, R.P.M. Indicator, Jet Pipe Temperature Gauge, Oil Pressure Gauge, Flap and Undercarriage Indicator and finally the Electrical Ammunition Counter.

The central panel includes the usual 'flying six' comprising ASI, Artificial Horizon, Indicator Climb & Descent, Altimeter, Directional Indicator and the Turn and Slip Indicator. Below this are the Fuel Contents Gauges (Port, Main and Starboard) and below this, if fitted, is a clock.

On the starboard panel is the Remote Compass Indicator, Cabin Air Pressure Gauge, Cabin Altimeter Gauge, Oxygen Regulator, Cabin Air Pressure Warning Lamp, Brake Pressure Gauge, Camera Footage Indicator, Controller Type 89 (R.3121), Controller Type 90 (R.3121) and finally the De-icer Pump.

Colour Notes

Basically, internally the Vampire is black. All of the interior is painted a satin black and this wears fairly quickly on the metal components. The seat is plywood and is usually painted (Note that by the time the later production examples and the F Mk 3 came along, the seat was a plastic composite and was a dark red-brown colour). The seat harness is a dark tan colour and becomes grubby very quickly. All instruments are black with white pointers and numerals. The control column is a combination of black (lower) and steel grey (upper) sections, with the grip wrapped in a glossy black plastic. The firing switch is usually also glossy black, while the brake lever is often left bare aluminium. Many of the emergency indicators are red, while the emergency release equipment such as the canopy system is painted in black and yellow stripes. On the throttle quadrant the undercarriage selector lever is red, while the flap selector lever has a wooden knob. The fuel shut-off lever is also red.

Externally the wheel wells etc were usually silver, although these became grubby very quickly. The wheel hubs are aluminium with the anti-creep marks in white or red.

Main Reference Sources;
Air Publication A.P. 4099A
de Havilland Vampire F Mk 1

Quick Build Mikovan-Gurevich MiG-3



The Kit

The kit consists of 35 light grey injection moulded plastic parts, 5 resin, 29 photo-etched brass, 2 vac-formed clear canopies and 3 clear acetate film parts for gunsight and instrument panels. Instruction sheet, colour painting and marking guide, history, technical data section and decal sheet make up the rest

moulded. The vac-formed canopies have fine raised frames.

Instructions

The instruction sheet consists of a single A4 sheet folded in half. On the front page it gives details of all the components contained within the kit and sprue maps. The other three sides reveal eight

new knife blade should be used.

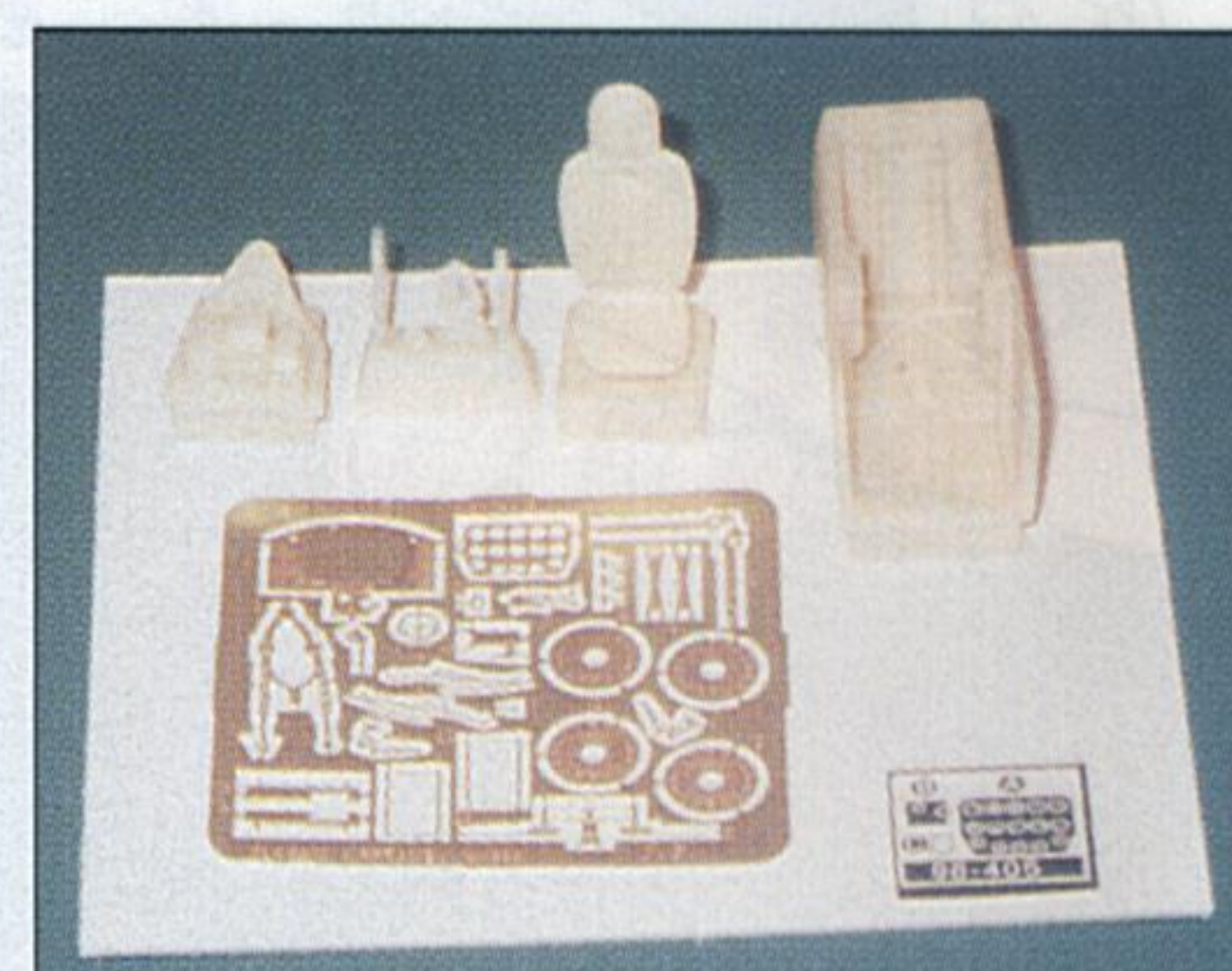
Assembly starts with the removal of excess resin from the cockpit tub and components, followed by the fitting of hydraulic pump handle, trim tab wheel, control lever, undercarriage lever, rudder pedals, control column and pilot's seat with separate seatbelt harness.

The instrument panel has embossed bezels and a film of finely detailed gauges and toggle switches.

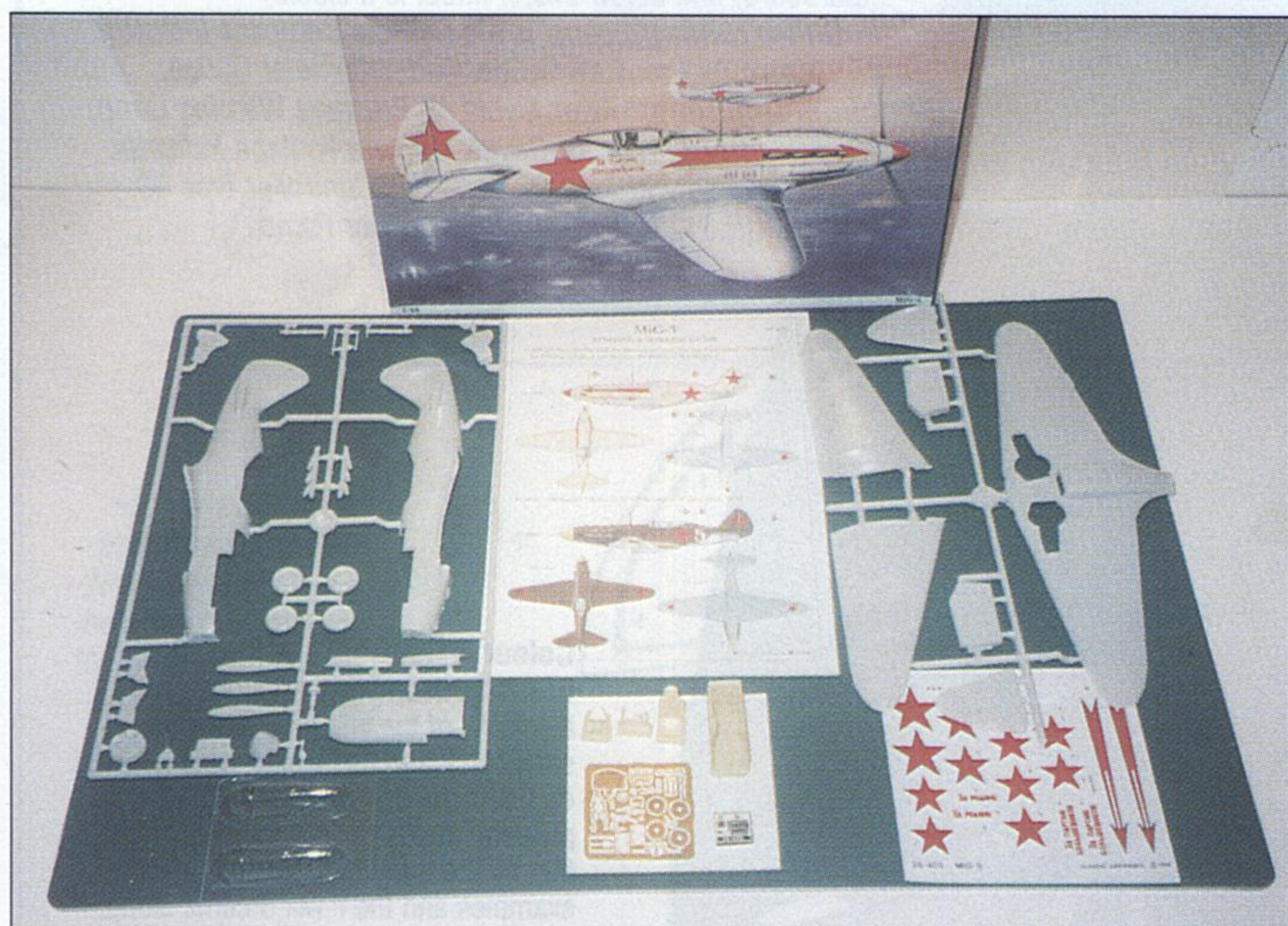
Careful painting and dry-brushing will bring the cockpit interior to life.

Humbrol enamels were used during

Classic Airframes



Resin, photo-etched and acetate film parts



Kit contents

of the package.

All major components are contained on two sprues and the various mediums are sealed in separate plastic bags.

The kit in general has good moulded surface detail with engraved panel lines. The resin cockpit tub has embossed interior detail and the photo-etched parts have excellent engraved/embossed surface detail.

The wing trailing edges have a tendency to be oversized and thickly

exploded-view assembly sections. Side and front elevation drawings will help aid alignment and correct fitment of some parts.

Detailed painting instructions are included at each of the assembly stages. Federal Standard paint numbers are listed on the painting and marking guide.

The instruction sheet is adequate for most modellers.

Construction

The construction was relatively straightforward and the overall fit of parts was good, but the size and complexity of the etched parts made assembly time-consuming and tricky.

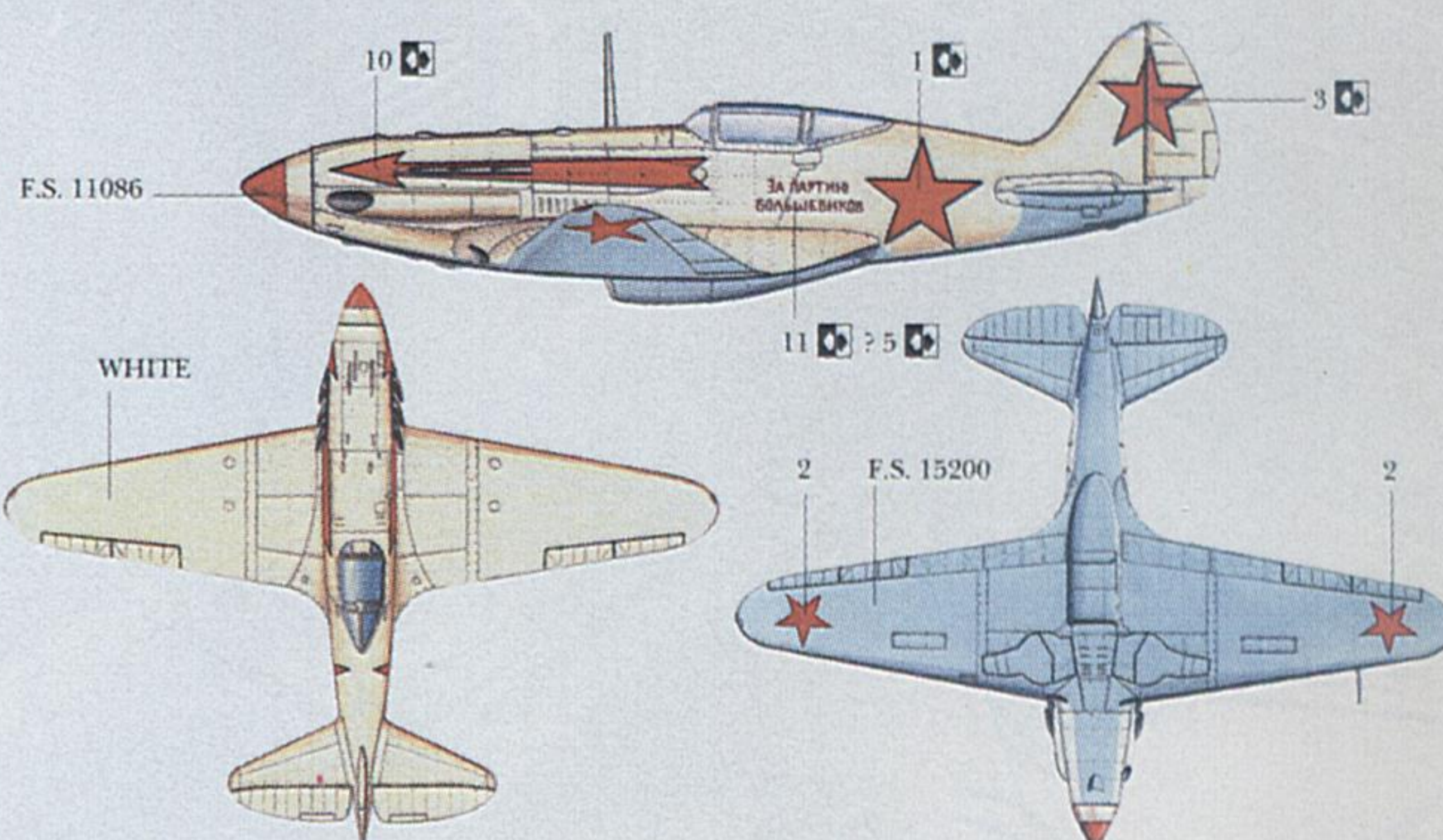
Care should be taken when removing the smaller, complex etched parts from their fret. I stuck masking tape to the back of the small fret and then placed them on plate glass prior to removing. To avoid loss, remove the parts from the frame as you require them. For ease of removal a

MiG-3

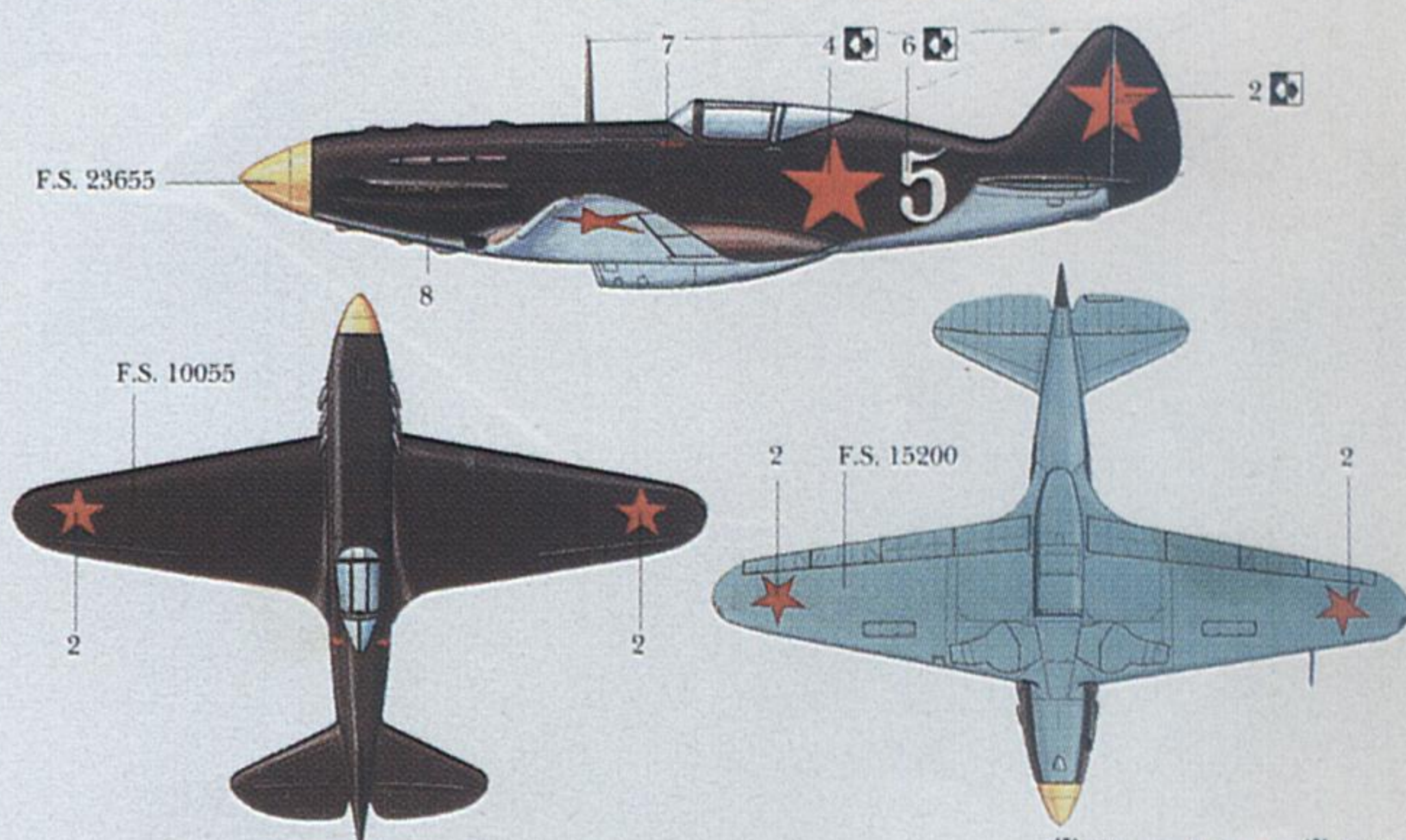
96 405

PAINTING & MARKING GUIDE

A. MiG-3s "For the Party of the Bolsheviks" and "For the Fatherland" belonged to 12 Guards IAP of the Moscow Air Defence, March 1942



B. MiG-3 "White five" flown by A. I. Pokryshkin, Winter 1941/1942



Classic Airframes ©1996

Painting and marking guide

Technical Data

Manufacturer: Classic Airframes

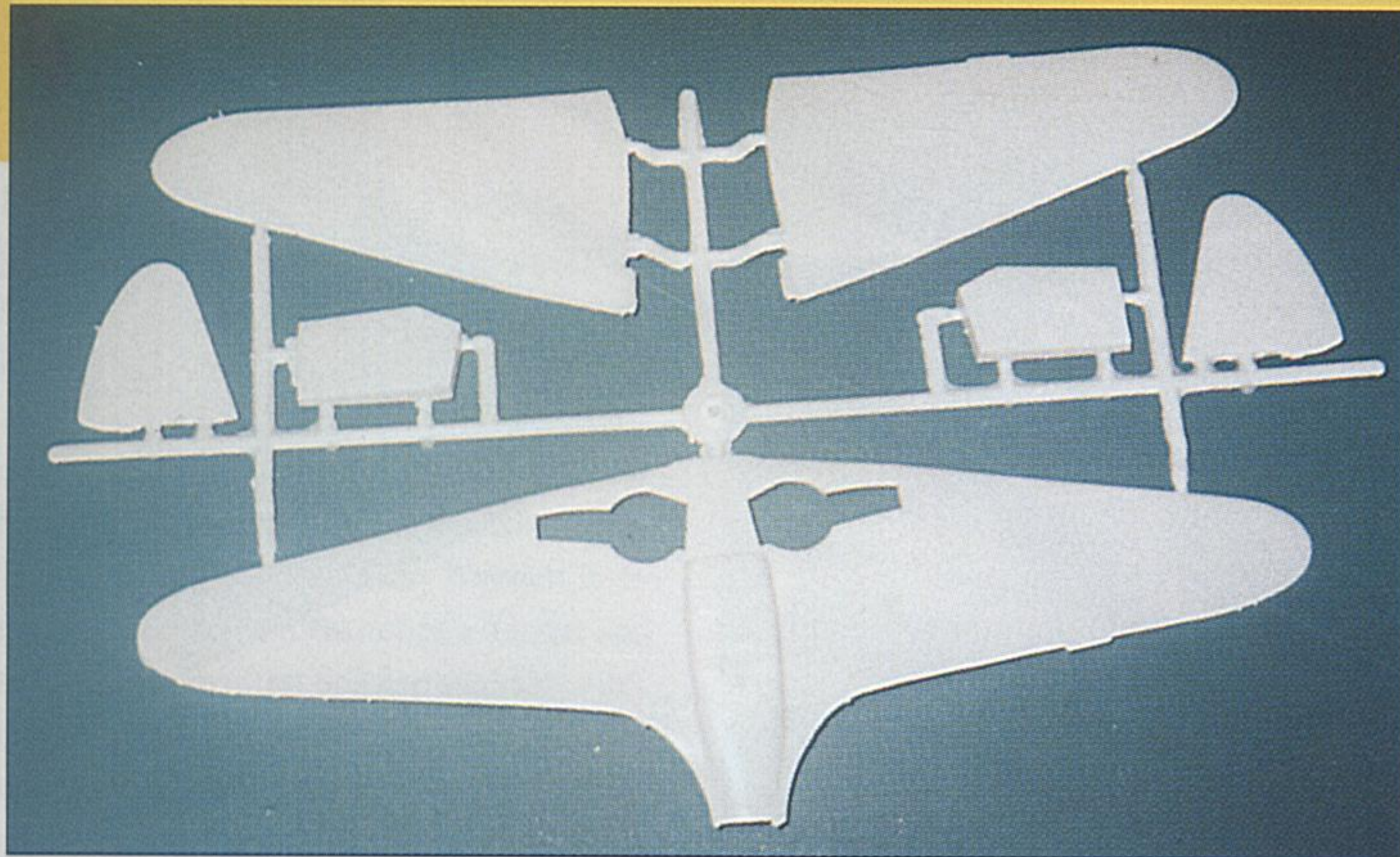
Scale: 1/48th **Price:** £18.95

Type: Limited Run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear

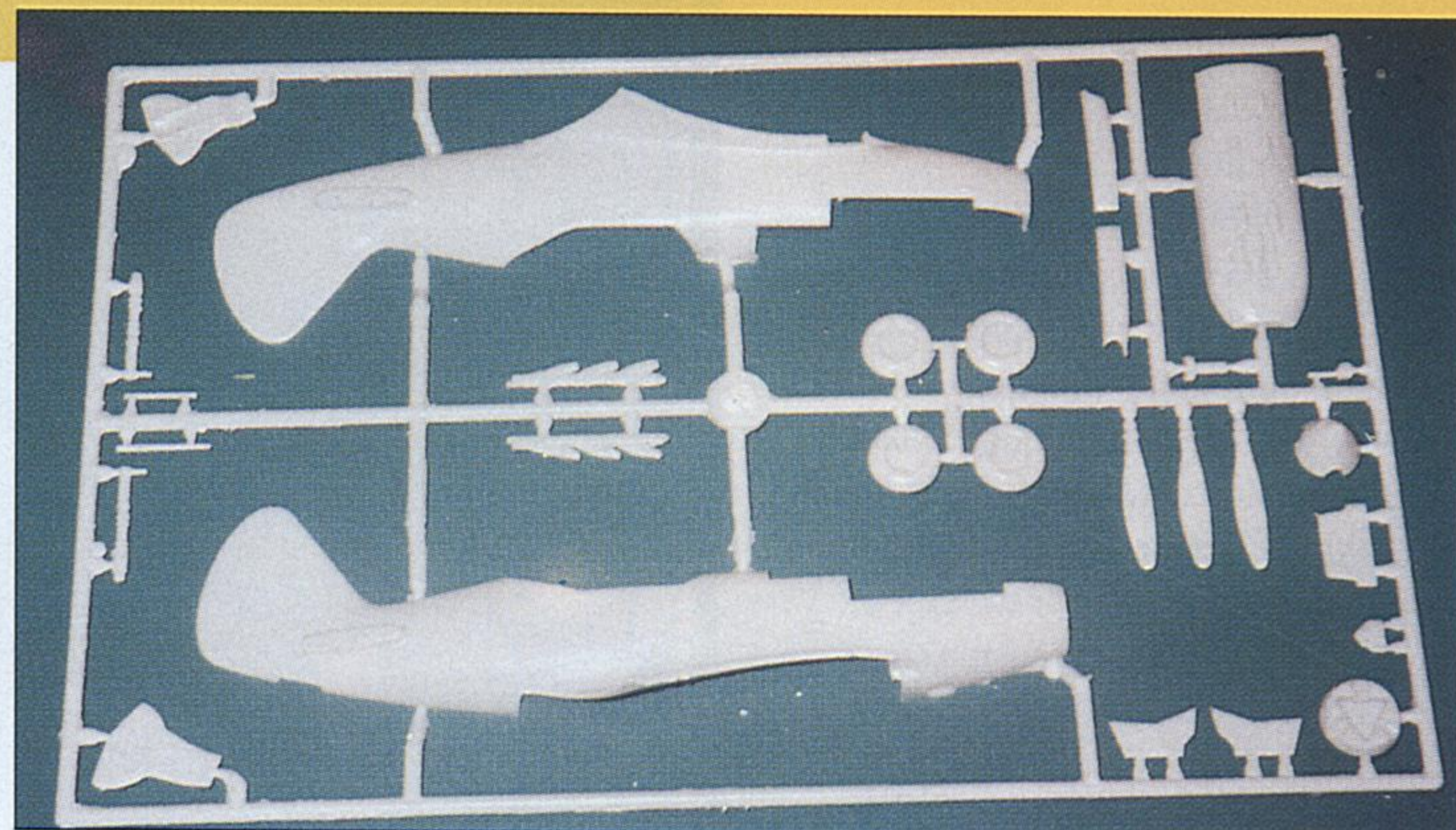
Parts: Plastic 35, Resin 5, Etched Brass 29, Vac-formed 2

Decal Options: 3

US Source: Classic Airframes, Bringuier Aviation Products, PO Box 577580, Chicago, IL 60657-7580, USA



above and right: Main components, wing assemblies and fuselage sides



construction; 33 Matt Black, 85 Coal Black, 60 Red, 28 Grey, 10 Brown and 56 Aluminium.

The exhaust manifold ports were drilled to give a realistic appearance.

On dry fitting the wing assemblies, gaps were noticed at the wing roots. To overcome this problem, the undercarriage wheel well boxes were trimmed and rounded along the top edges (parts PP10 and PP11) until the gaps were closed.

A careful study of the instructions and

the soldiers a piece of square rod (2mm) was laid over the contour of the wing and with a pair of side cutters resting on the rod they were cut. A little filling gave them a good shape and appearance.

No filler was used during assembly but once complete, the model was spot primed around the jointed areas to check for imperfections. Prior to painting the whole aircraft was rubbed down using fine nylon wool to ensure a good bond between surface and paint.

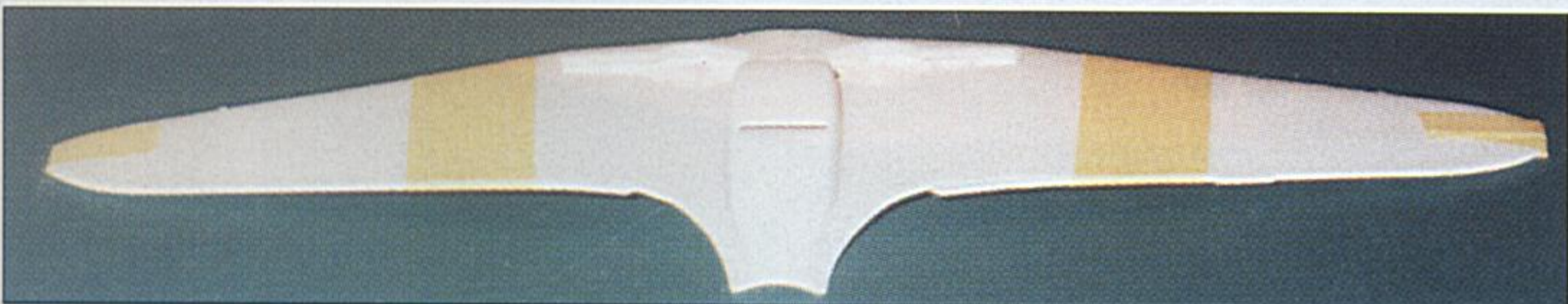
Accuracy

The dimensions of the actual aircraft are listed on the painting and marking guide under the technical data section with a wing span of 33 ft 9.5 inches (10.299 metres) and a length of 26 ft 3.75 inches

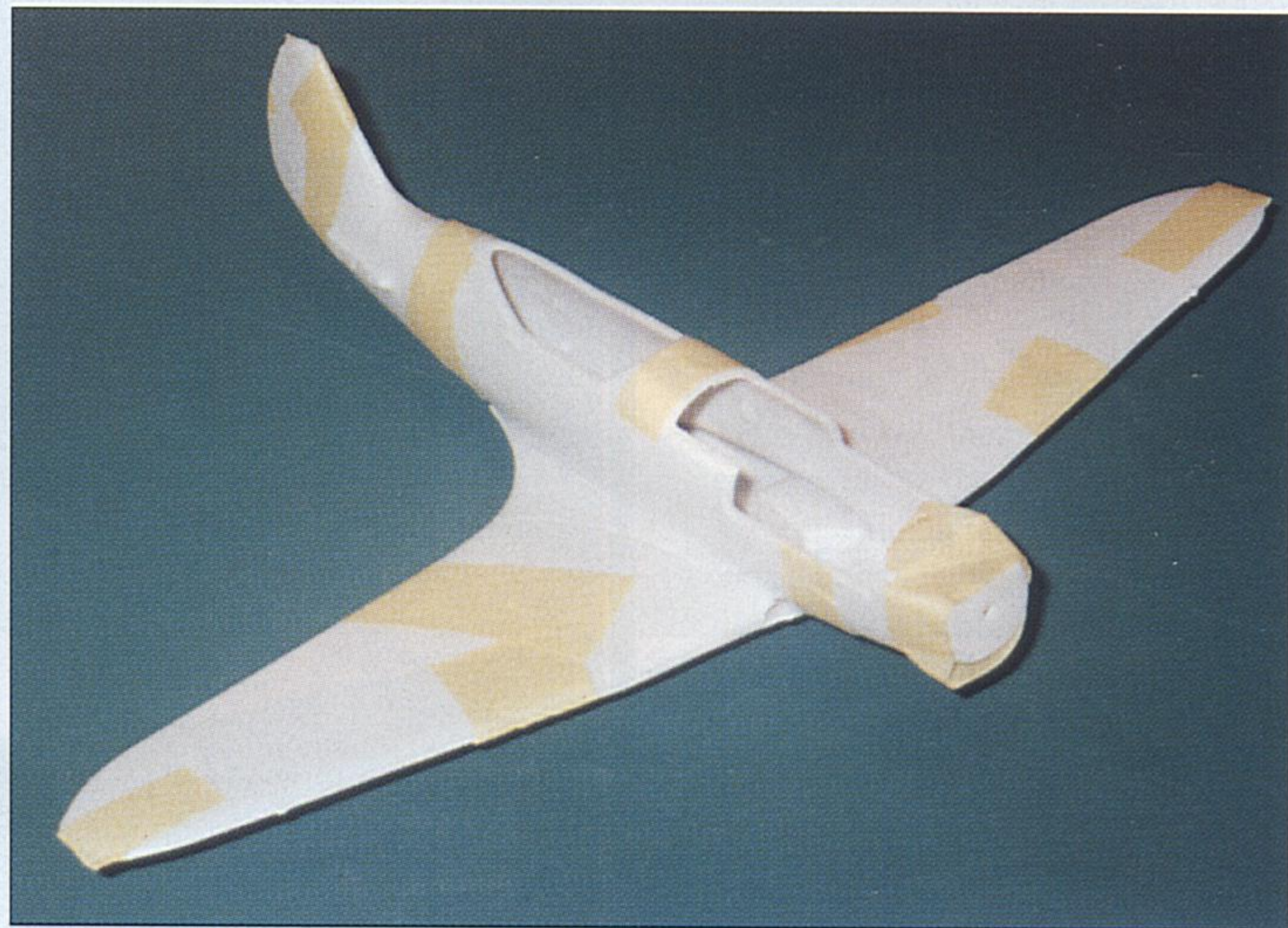
(8.147 metres). The model in "actual" size is, wing span 10.224 metres and length 8.232 metres approximately. I would consider the dimensions of this kit are reasonably accurate and makes it a convincing scale replica.



The only problem area, the wing root gaps. These were easily rectified



The radiator cowl was opened behind the hinged duct fairing. This aperture was carved out using a scalpel and then dressed using a fine flat file



Dry fitting revealed that the overall fit of parts was good

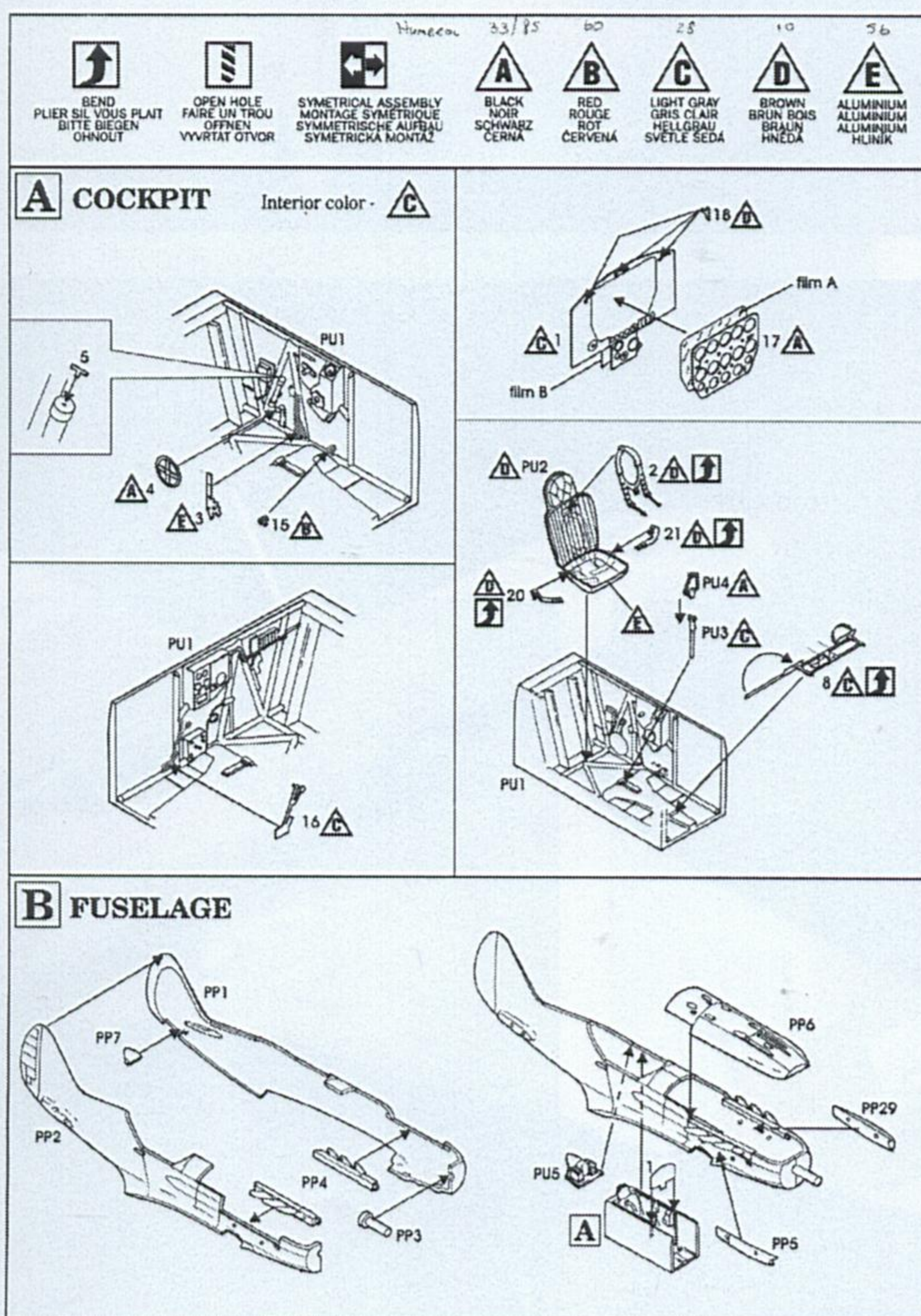


The exhaust manifold ports were drilled to give a realistic appearance

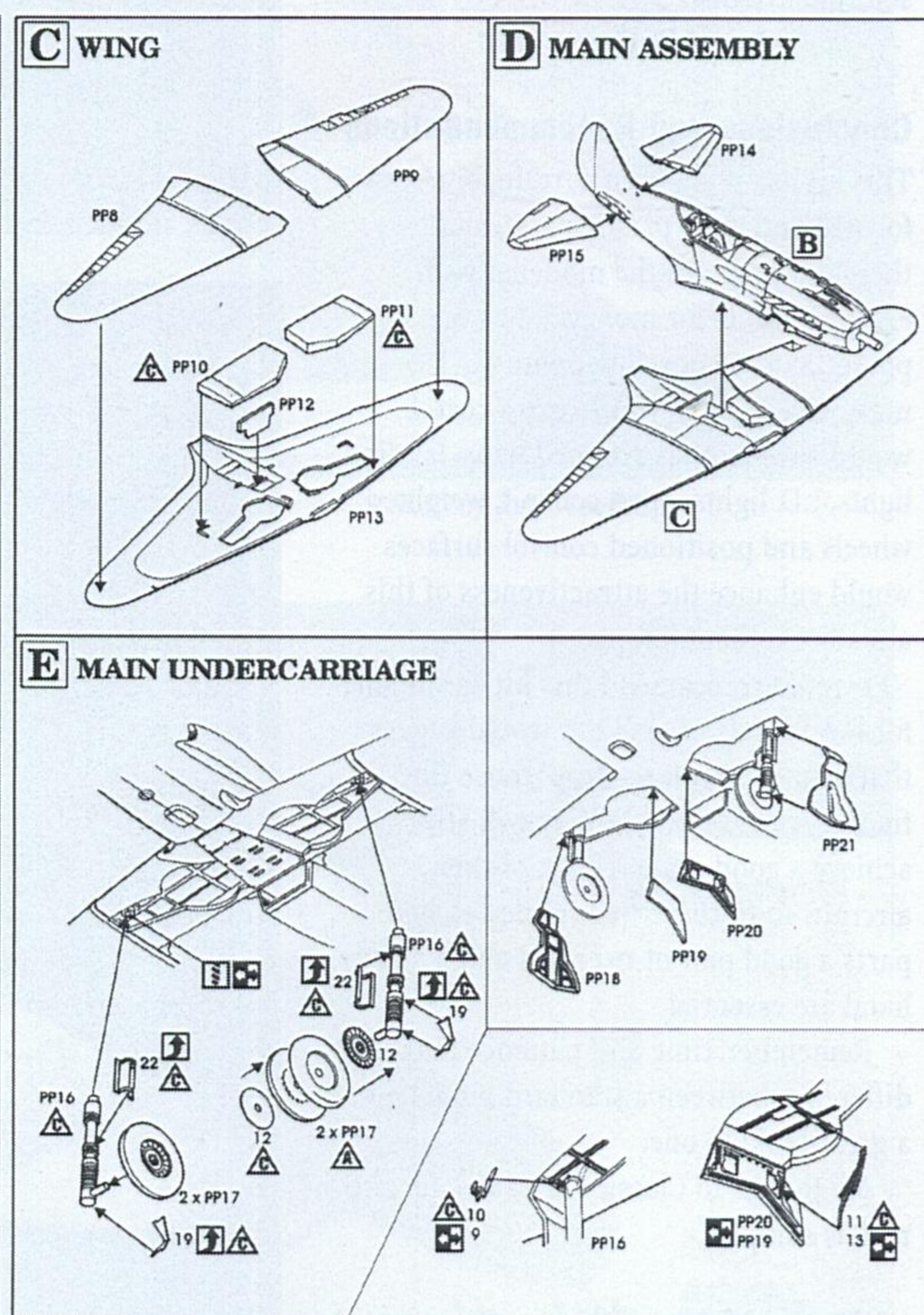
the features by Richard J. Caruana and Harry Woodman in July's issue of the magazine (Volume 4 Issue 7) will ensure the correct fitment of the oleo actuating mechanisms (parts - Photo Etched 9 and 10) and the main undercarriage door sliding guides (parts - Photo Etched 22).

Care should be taken when fitting the propeller blades to ensure they are all facing forward and at the correct angle.

Although the kit provides locating points for the undercarriage visual warning devices, 'red soldiers', none are provided. This was resolved by drilling the locating points on the main wing spar and fitting a suitably sized rod (0.5 to 0.75mm). To obtain the correct height for



Instruction sheet



Colour Option

The kit can only be constructed as one version, but offers three marking choices of 'White 5' as flown by Aleksander I. Pokryskin during the winter of 1941/1942. The other two are from the 12th Guard I.A.P. of the Moscow Air Defence in March 1942 with the phrases, in Cyrillic, along both fuselage sides, (a) 'For the Part of the Bolsheviks' and (b) 'For the Fatherland'.

The instructions list the basic camouflage colours as Federal Standard paint numbers F.S. 11086, F.S. 15200, F.S. 10055, F.S. 23655 and White.

I opted for the winter camouflage scheme of white distemper upper-surface and Russian light blue under-surface - Xtracolour X141 White (F.S. 17875) and AeroMaster Warbird Enamel 9074 light blue (F.S. 35488?) respectively. Humbrol No. 19 (red) was used for the propeller spinner.

Humbrol Gloss Cote was sprayed onto the overall surface prior to the decals being applied and a coat of Xtracolor Satin Varnish was sprayed after the decals were set and weathering applied.

Decals

The decals are very thin, but not transparent and carried very little excess carrier film. I found the decals very difficult to apply. I cut them into separate subjects and dipped them into warm water for a few seconds. When loose from the backing paper they had a tendency to shrivel up, making them difficult to move into their proper positions without tearing or breaking up. Those that survived settled well with set and sol solutions and looked excellent. Once dry they were of a semi-gloss finish.

Decal Rating = 5/10

Conclusions and Recommendations

This kit has it all, plastic, resin, brass, vac-formed and clear plastic parts, and therefore provides the modeller with excellent value for money. It has the potential to be developed into a masterpiece at very little extra cost. I would suggest that dropped flaps, landing lights, I.D. lights, open cockpit, weighted wheels and positioned control surfaces would enhance the attractiveness of this already excellent kit.

I would recommend this kit as suitable for most levels of skill but would suggest that beginners opt to 'drop' those fine fiddly etched parts as they will still achieve a good scale replica of this aircraft. To fit these fine fiddly etched parts a good pair of tweezers and a steady hand are essential.

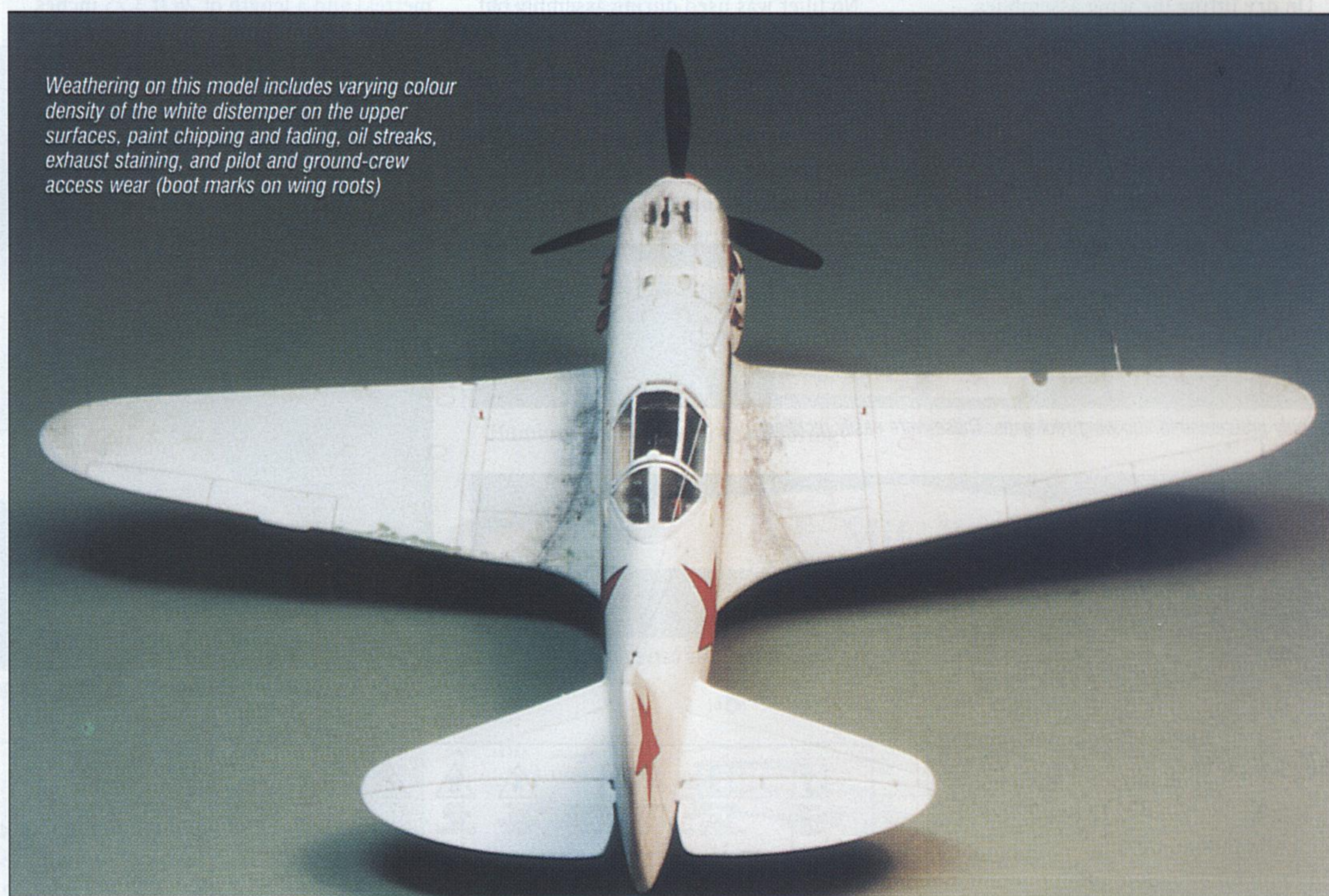
Remember, time and patience make the difference between a standard model and a great-looking one.

My thanks to Classic Airframes for the review sample.

Mike Hyrons



Weathering on this model includes varying colour density of the white distemper on the upper surfaces, paint chipping and fading, oil streaks, exhaust staining, and pilot and ground-crew access wear (boot marks on wing roots)



Show Report: The Halton Model Show 18th October 1998 by Robert Day

Halton is always a pleasant show to go to, partly because it's a bit out of the way (I suspect there are plenty of people who don't know where it is, despite being so close to Aylesbury), and partly because Halton is such an historic airfield. For years it was the headquarters of the RAF Apprentices Training School. Indeed, Tony Woollett is fond of pointing to a corner of a hangar and saying "I put my first Spitfire together over there!". There was some talk about it closing down under Front-Line First or one of the other reviews, but nothing seems to have happened. Long may it remain so!



Overall view of the main hangar

For those who are newcomers to the show circuit it is worth pointing out that the Halton show is different in a number of ways. It started out as a model show held at the Spinal Injuries Unit at nearby Stoke Mandeville Hospital, and was organised in support of that hospital's charitable aims. It remains a charitable exercise to this day. It is also unique in being organised by serving RAF personnel, fitting it in around their service duties (often front-line ones or nearly so).

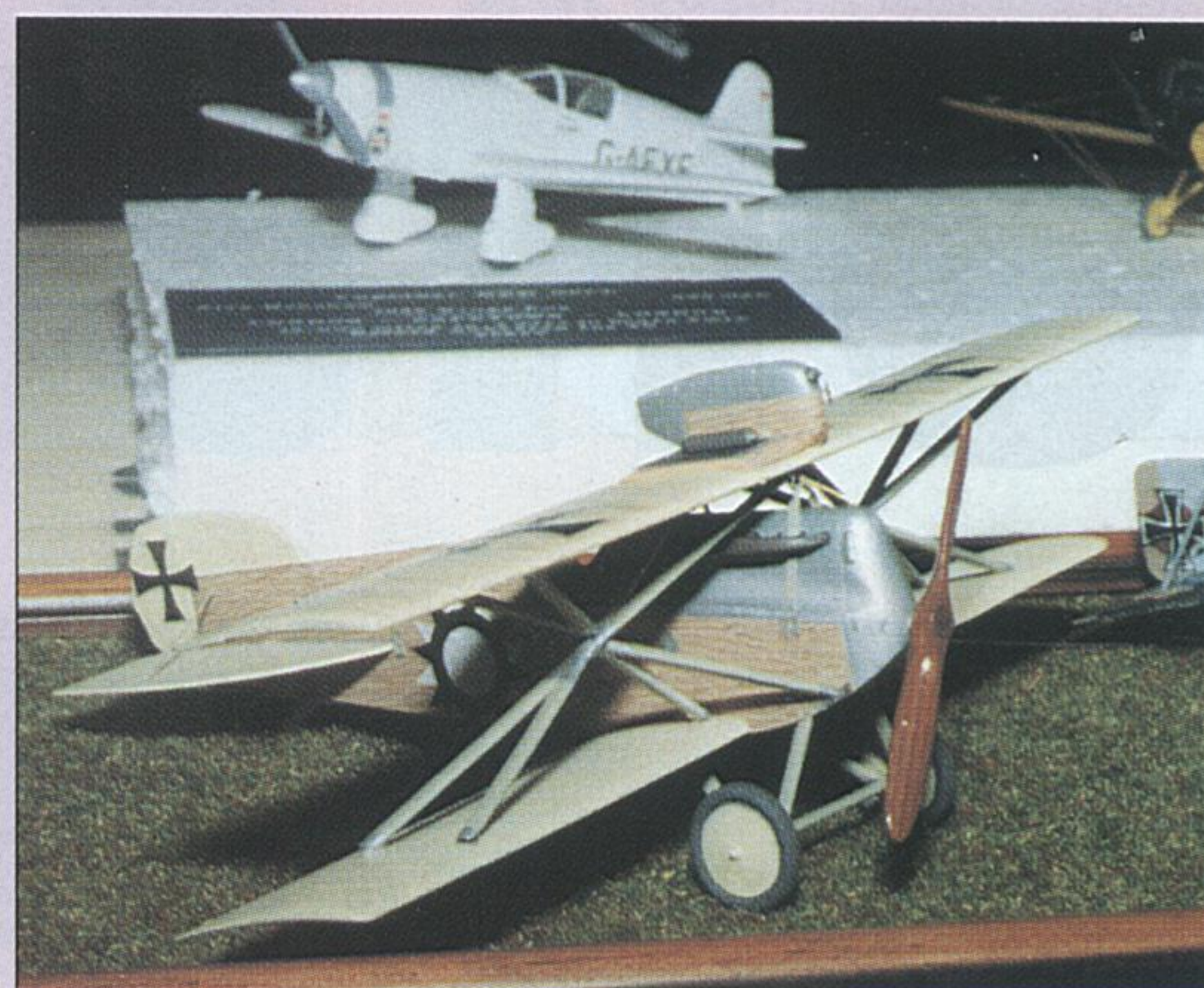
It is also a rare general model show, combining scale modelling with aeromodelling, radio-controlled boats, model railways, fairgrounds and anything else you care to mention. This means that the show achieves a rare crossover between different modelling disciplines, something that doesn't happen often enough in my view.



RAF dispersal display by the Thames Valley Air Cadet Corps



Bristol T.188 from the 1/72nd scale Project X Vac-form, on the stand of the Newbury Scale Model Club.



1/48th scale Hansa-Brandenburg D.I of Flik 413, Austro-Hungarian Army Air Service



Douglas A1-H Skyraider of VA-65, US Navy made from the Tamiya 1/48th kit.



F-4 Phantom in USMC Bicentennial scheme of VMFA-451. A 1/32nd model by Ted Taylor



1/48th Polikarpov I-16 Type 18 from the Hobbycraft kit built by Rod Holland.



Scratch-built 1/32nd scale Bristol M.1D by Tony Woollett



English Electric Lightning of 56 Sqn. built from the Airfix 1/48th kit.



Westland Wyvern S.4 built from the 1/48th scale Dynavector kit by George Clark of IPMS Wallingford.

Shamsher

India's Maritime Jaguar Converting the GR.1 to a Jaguar International IM



Conceived originally as an advanced trainer/attack aircraft, the Jaguar has evolved into a highly successful ground attack and strike aircraft and has proved itself in combat around the world.

Designed and built by SEPECAT, a consortium of Breguet and the British Aircraft Corporation, the Jaguar has been sold to such diverse countries as Bahrain, Ecuador, Nigeria and Oman and in addition to serving with the RAF and Armee de l'Air, it has also been produced in India.

Expected to have been succeeded after twenty years' service, the Jaguar was due for replacement in the RAF by the Eurofighter in the early nineties. We now know that the Typhoon will not be ready for operational service until at least 2002 so the Jaguars are currently receiving yet more modifications to extend their useful service life even longer.

India had a requirement for a deep penetration and strike aircraft and in 1978, following prolonged evaluations,



the Jaguar successfully beat the Saab Viggen and Dassault-Breguet Mirage F.1 to be selected for that role. The following summer the first pair of Jaguars, a GR.1 and a T.2, loaned from RAF stock, arrived in India. Further examples were

delivered bringing the total to 16 GR.1's and 2 T.2's, and were retained until sufficient examples of the Jaguar International were available to replace them. Jaguar International models contained equipment specifically

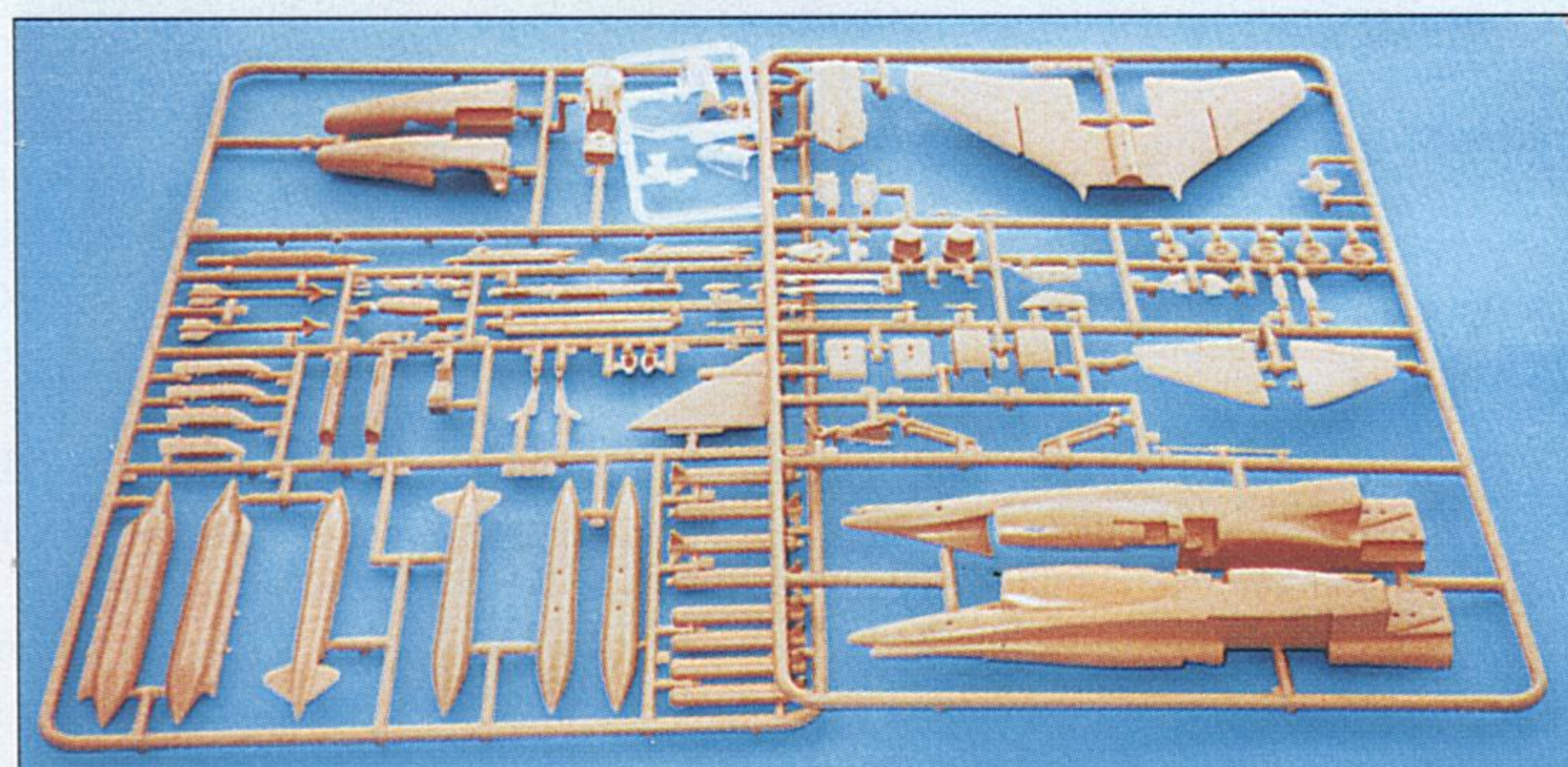
designed for Indian use, and 35 single-seat International S and 5 two-seat trainer International B versions were supplied. In 1982 India undertook a programme to construct Jaguar Internationals from sub-assemblies at Hindustan Aeronautics at Bangalore. This eventually led to the complete manufacture of both airframes and engines at various plants throughout India. The majority of aircraft produced to date, believed to be about one hundred, are of the International IS ground attack model with a small number



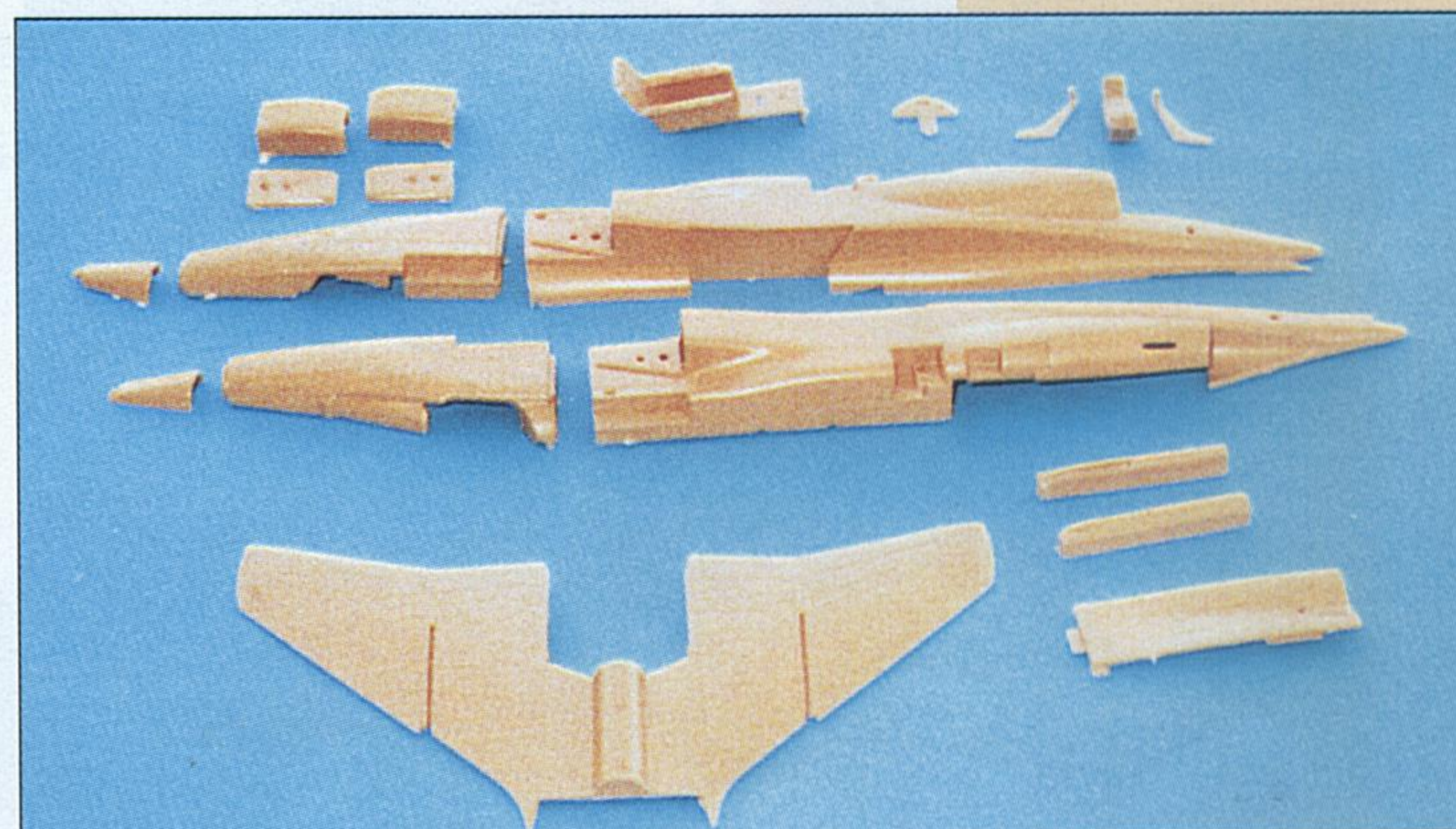
This article is based upon the Italeri/Revell kit of the Jaguar GR.1, but is applicable to any suitable kit of the aircraft

Technical Data

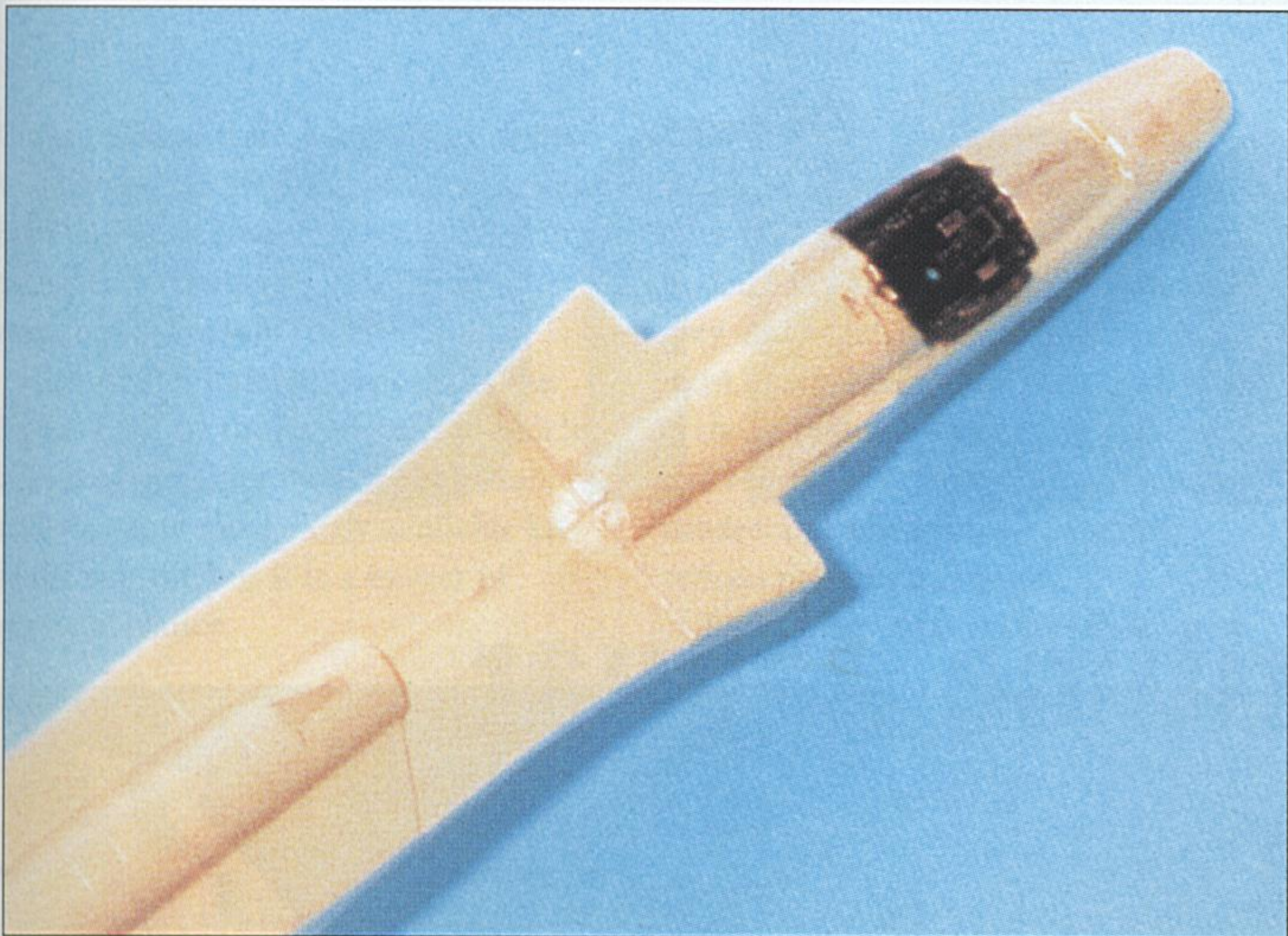
Kit: SEPECAT Jaguar GR Mk 1
Manufacturer: Revell
Origin: Italeri (Italy)
Scale: 1/72nd **Price:** £8.95
Type: Injection Moulded Plastic
Decal Options: 2
Distributor: Revell® Binney & Smith (Europe) Ltd, Ampthill Road, Bedford, MK42 9RS
Tel: 01234 360201 Fax: 01234 342110



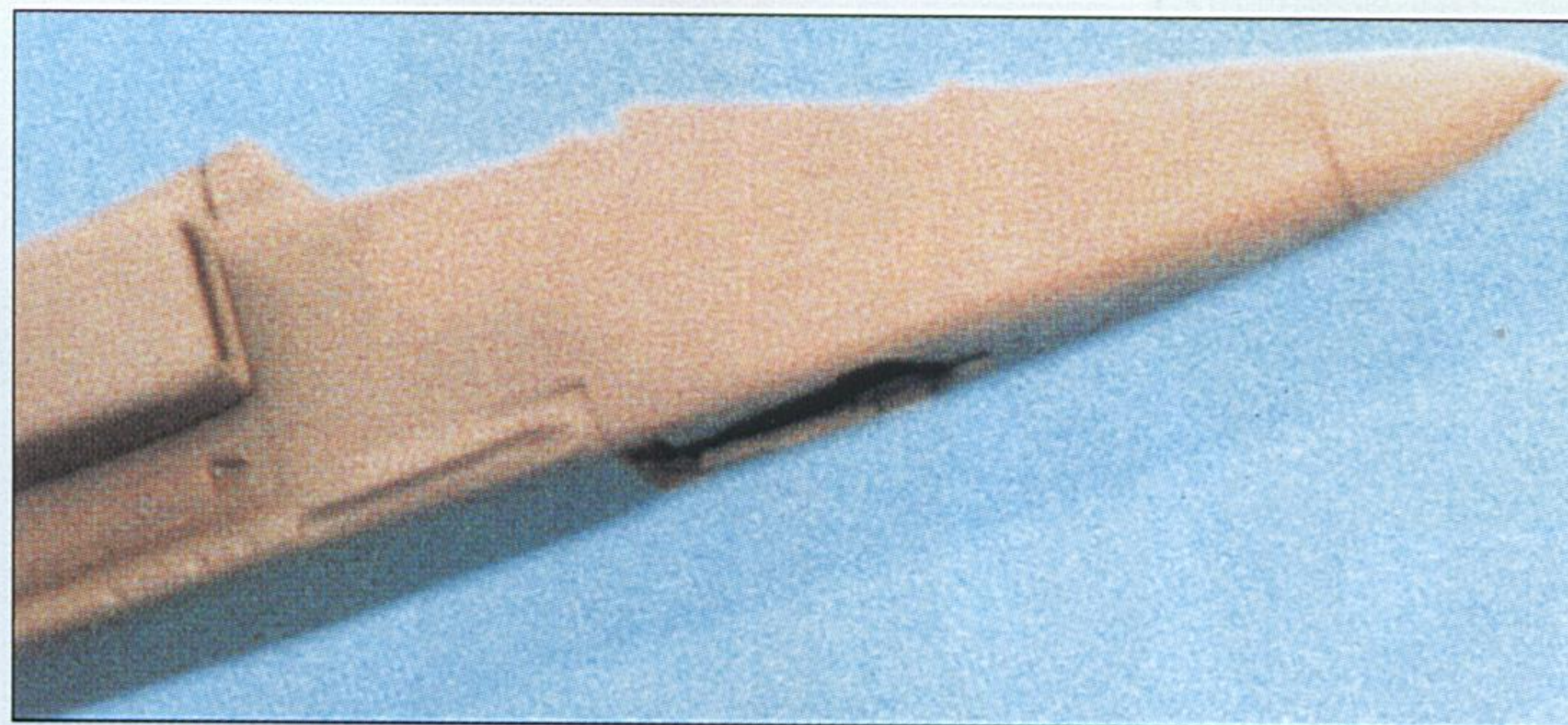
The components of the Revell kit



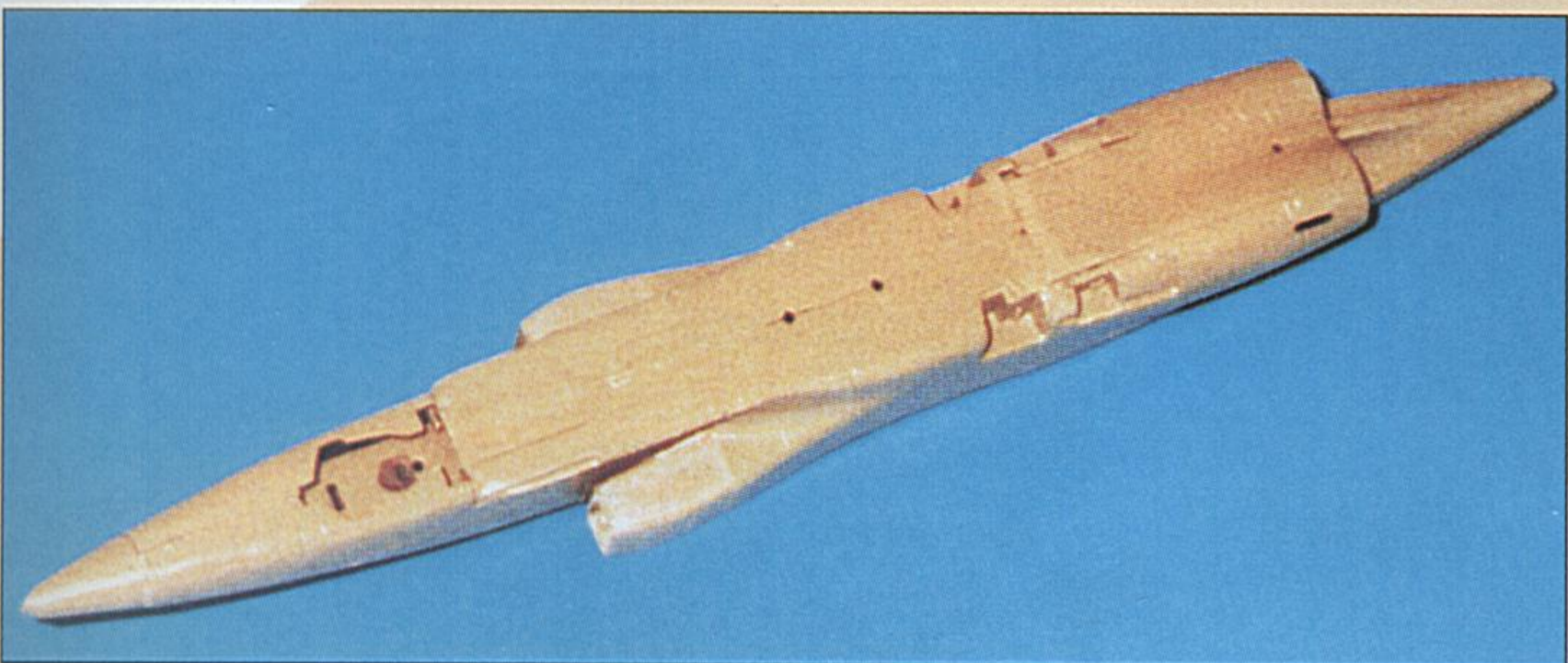
Parts required to construct the fuselage and wings



Front section of the fuselage before the nose has been added



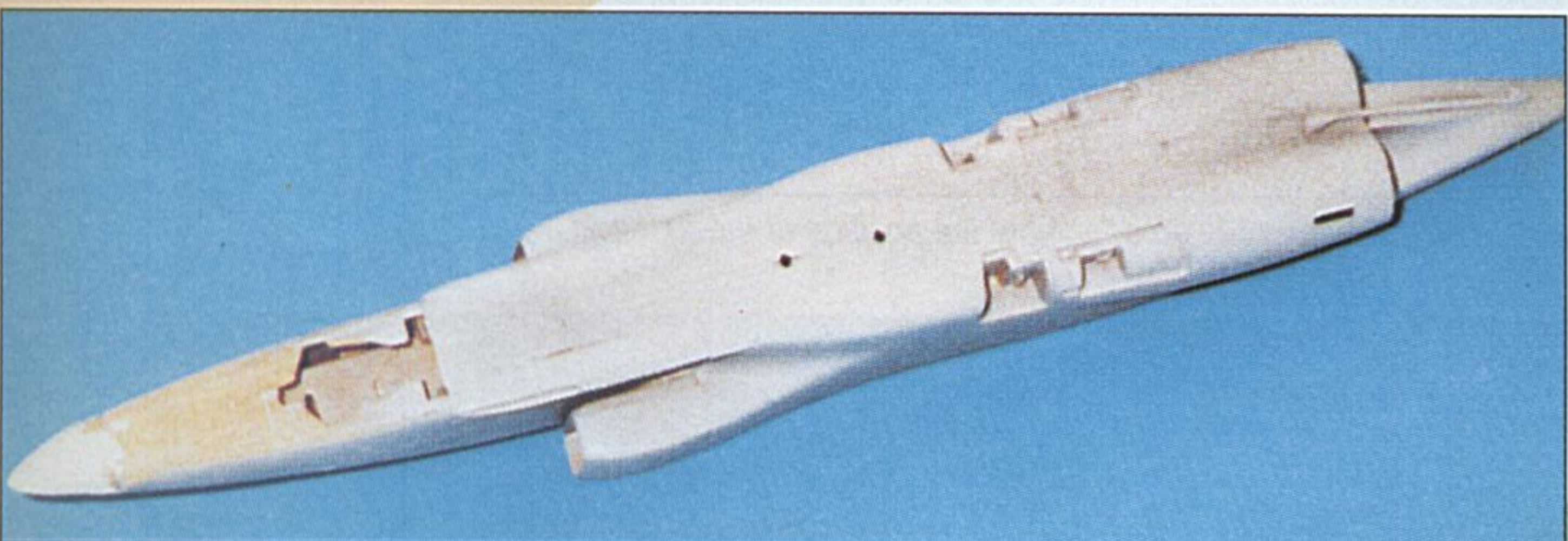
Side view of the new nose profile



Underside view of the fuselage with the laser nose in place



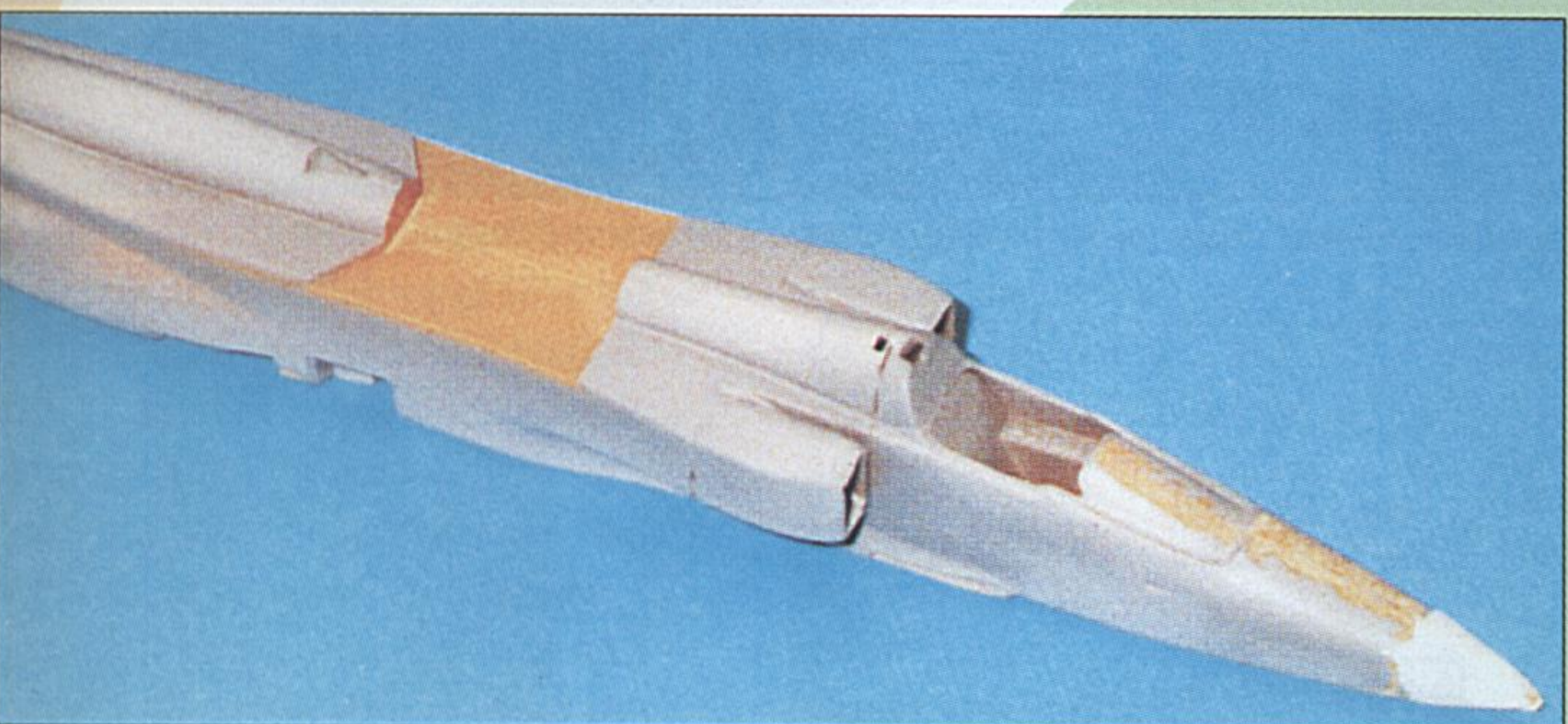
The model has now had all major parts fitted and has received a base coat of Humbrol 147 (Light Grey)



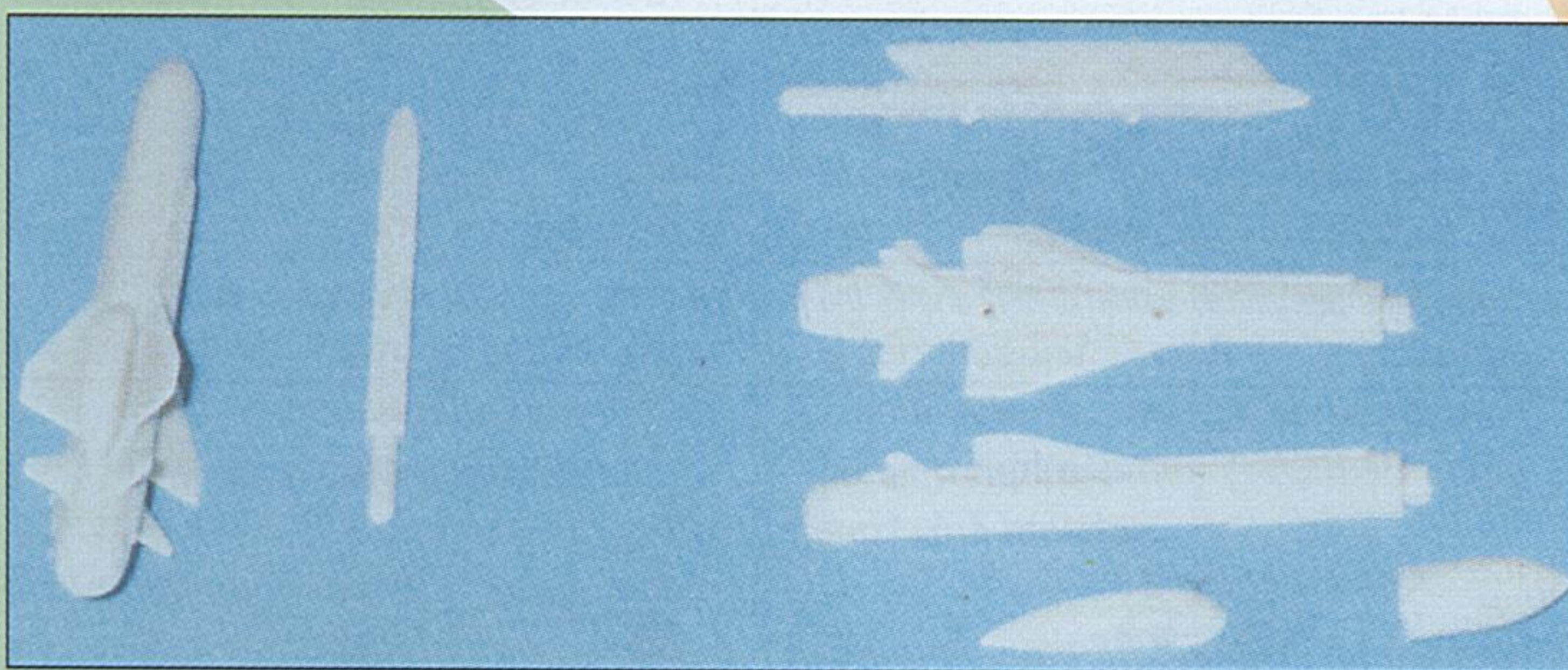
Underside of fuselage showing filler applied to the nose area



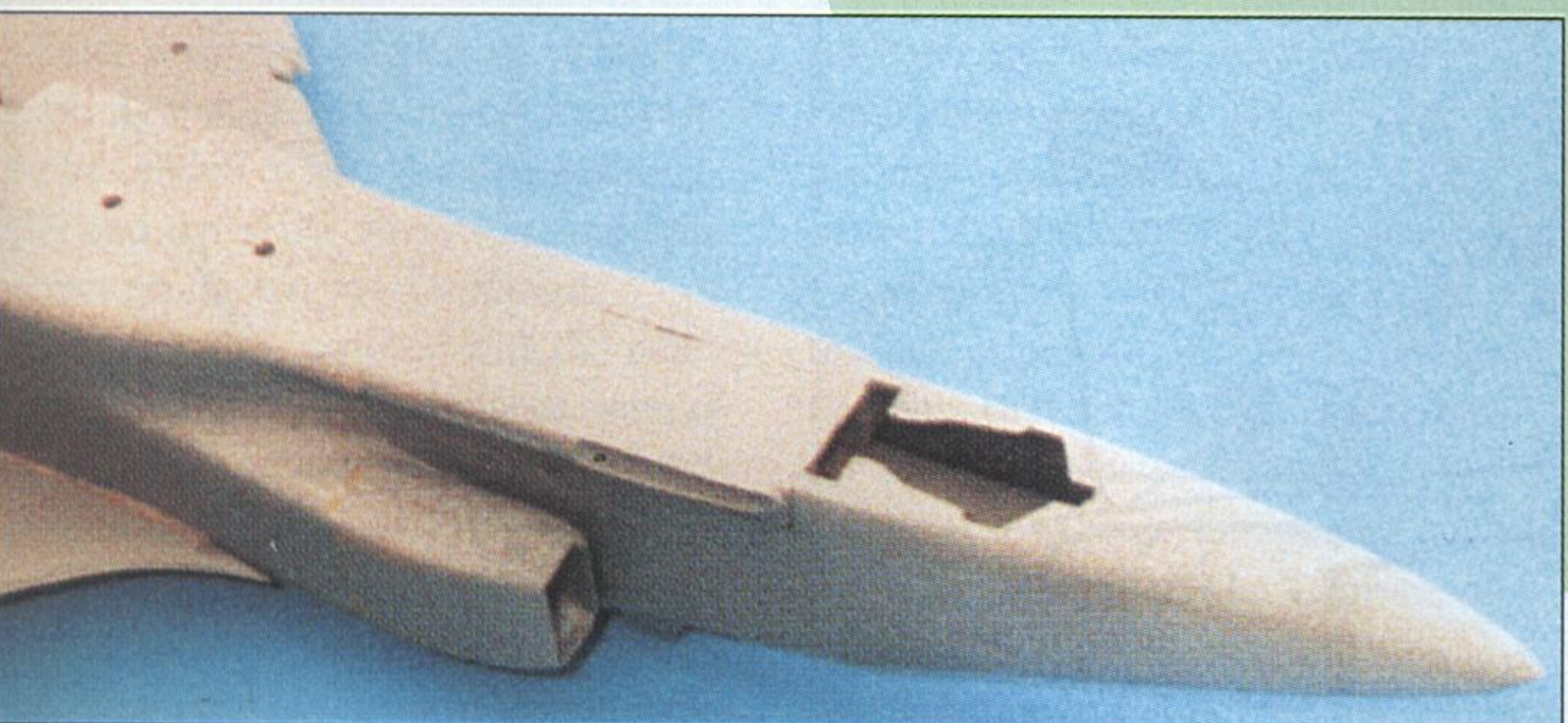
Contrasting camouflage colour of Humbrol 128 (US Compass Grey) and a little blue has now been applied to the standard RAF pattern



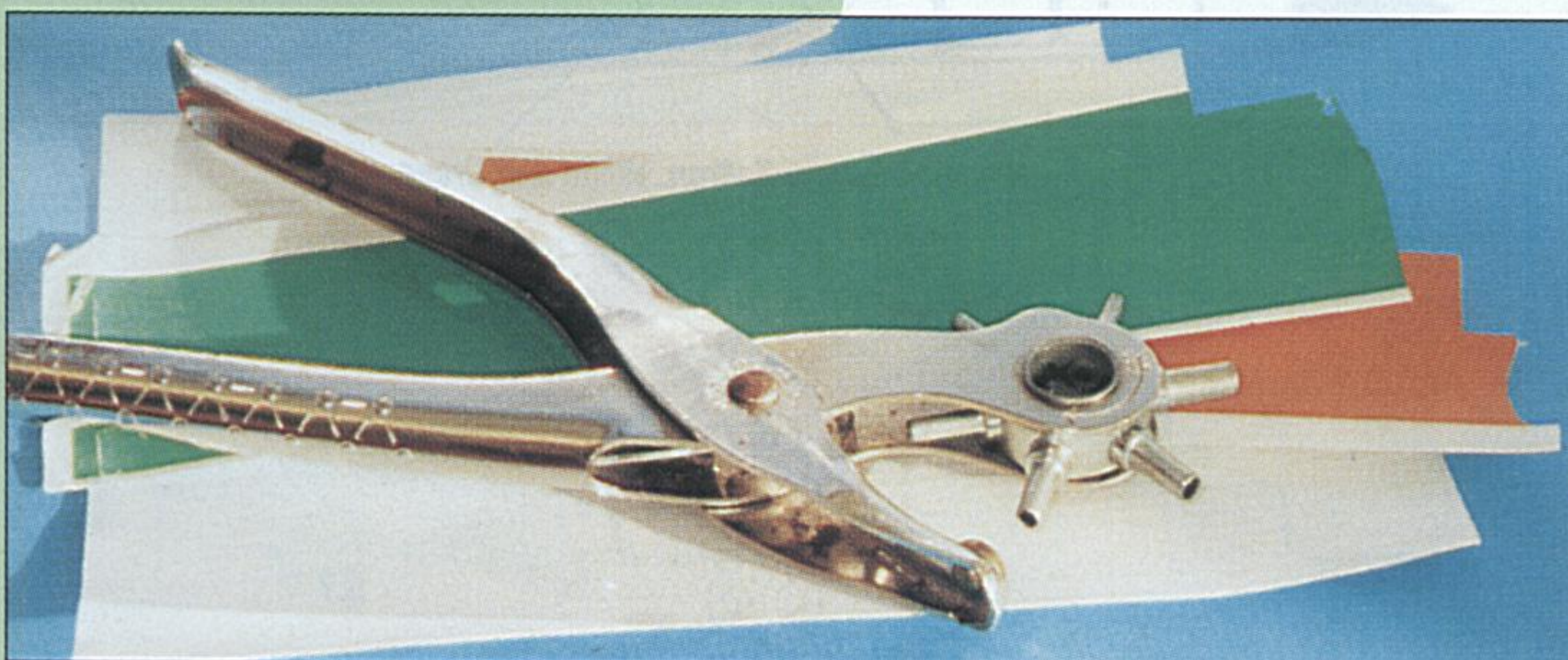
Top view of nose section with filler applied



Sea Eagle anti-shiping missiles from the Airfix Buccaneer kit



Underside view of the nose section, after reshaping. The model has also been primed



Leather punch and solid colour decal sheet; with this combination you can produce almost any national insignia

Shamsher

India's Maritime Jaguar Converting the GR.1 to a Jaguar International IM

of trainers. About 16 International IM maritime strike aircraft have also been built and most serve with no. 6 squadron of the Indian Air force alongside a few elderly Canberras. Production in India is expected to continue until at least 2001, to fulfil a recent order for 17 two-seat Jaguars and an update programme to the original 35 British-supplied sub-assembly airframes.

Armed with Sea Eagle anti-shiping missiles, the Jaguar International IM is fitted with a Thompson/CSF Argave radar providing both air-to-air and air-to-ground cover. This is fitted in the nose of the aircraft and replaces the Ferranti laser ranger of the ground

attack version. In Indian Air Force the Jaguars are known as Shamshers.

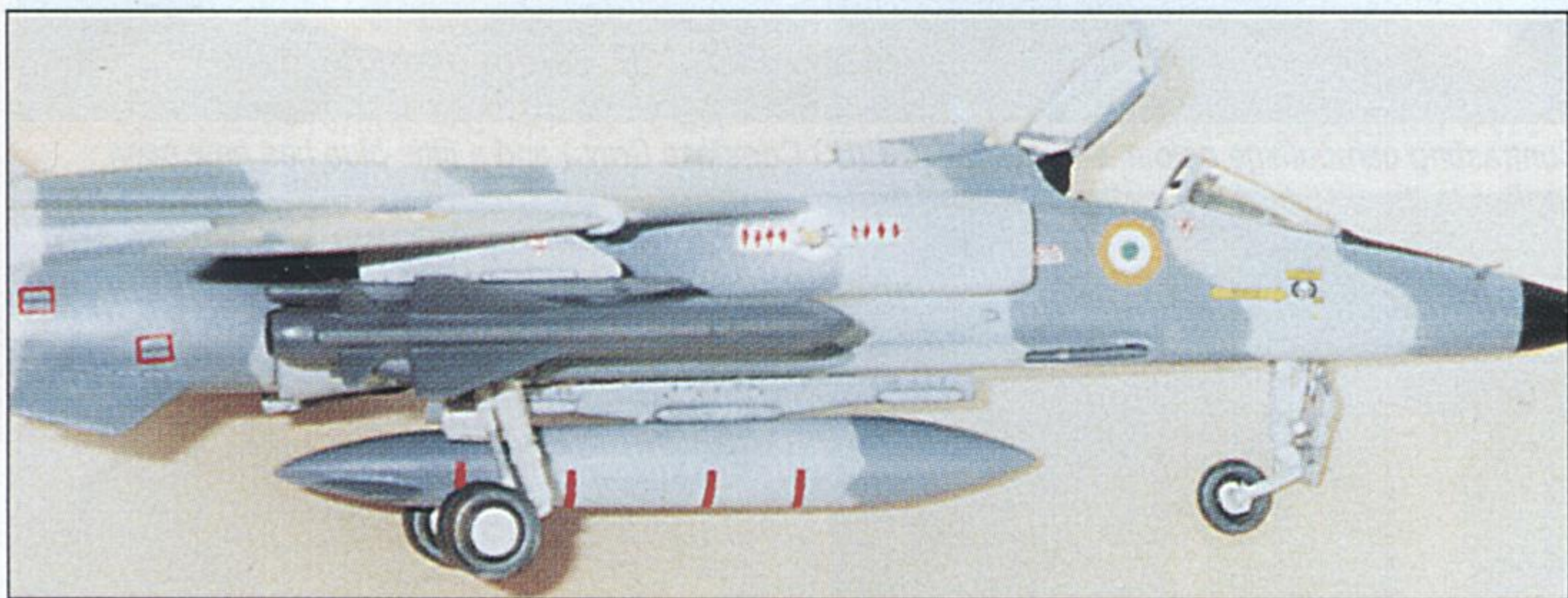
Conversion

It is the maritime strike aircraft that is the subject of this Jaguar conversion. Most of the differences between the GR.1 and the International IM are internal so the only real work involved in this conversion is restricted to the nose section of the model.

1/72nd scale kits of both British and French ground attack and two seat trainer versions of the Jaguar are numerous and even 1/144th and 1/48th scale are catered for, though not nearly as well. Although this conversion is based upon the Jaguar



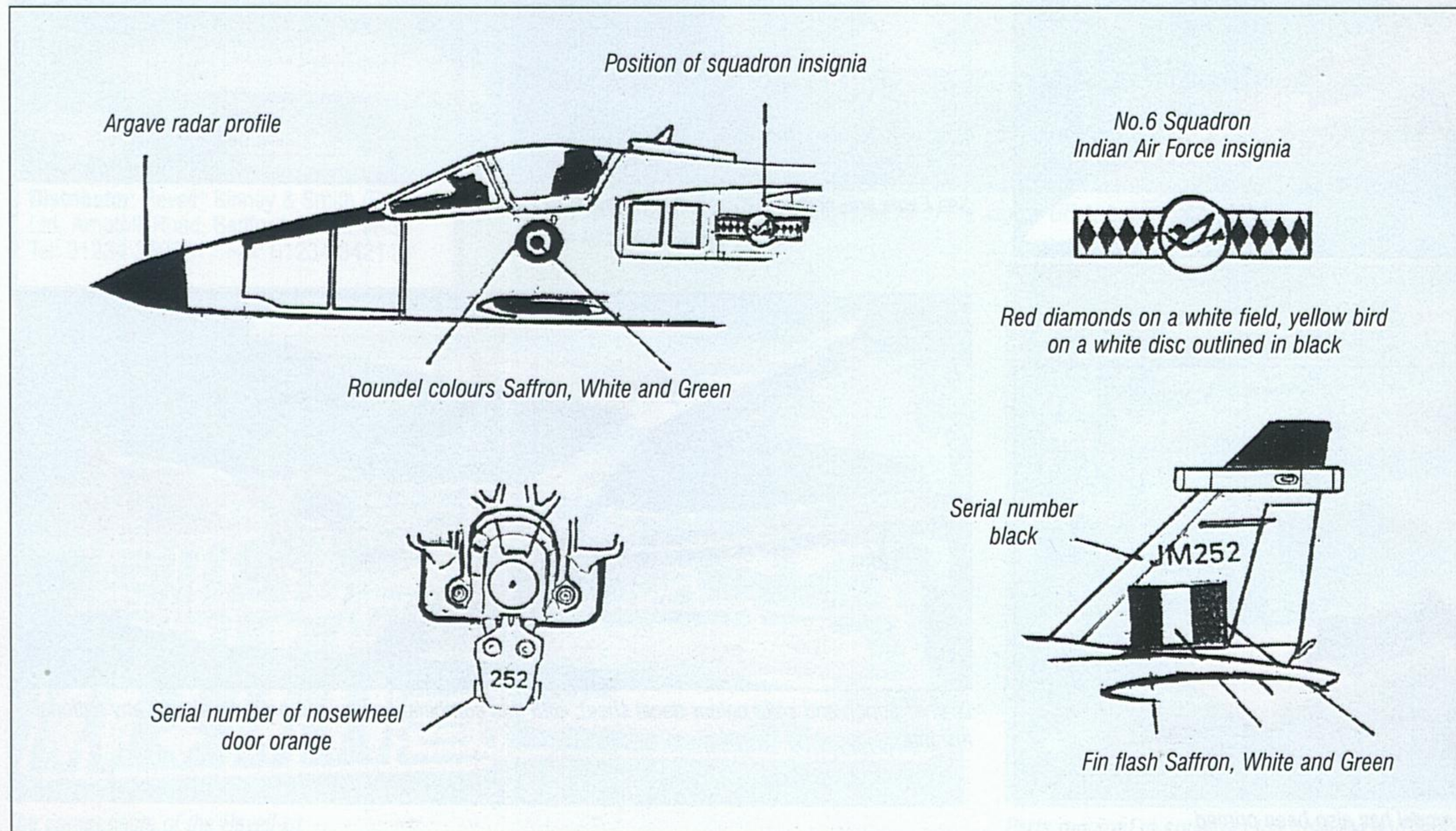
Underside plan view of the model; note the position of the roundels



This view of the completed model clearly shows the position of the squadron markings



Note the semi-gloss black radome, anti-dazzle panel on the nose and fin tip



GR.1 in 1/72nd scale, it is a simple matter to apply the modifications to other scales, but I think that I would blanch at the thought of reproducing No. 6 Sqn. markings in 1/144th scale!

I chose the Italeri/Revell kit of the Jaguar GR.1 as the basis for this article because I consider it one of the best and probably most easily available kit of the subject, but it is a matter of personal choice.

Painting

Wash the model in warm soapy water and after drying it you are ready to apply the undercoat. I always use Auto Chemicals grey undercoat, it can be obtained from most independent auto-parts traders and is cheap! A couple of coats of undercoat will reveal any further filling or sanding needed and when you are satisfied, serious painting can begin.

Remaining parts such as the



Top view of the model clearly shows the position of all the national insignia



Serial number in orange on the nosewheel door

Basically, the kit instructions are followed during assembly except for a few areas that are left until later in the construction sequence. The cockpit bath and interior are painted black before fitting in place and joining the two front fuselage halves. Next, the main fuselage halves and the rear underside panel are assembled and joined to the front section. The air intakes and the cannon housings can be added and the laser nose from the kit is fitted to the fuselage.

Filler is applied to the nose to build up the new shape and when it has set it can be sanded to the new shape adding filler and repeating the process until the correct profile has been achieved.

When you are satisfied with the new nose shape, fit the fin, tailplanes, ventral fins and the heat exchanger duct behind the cockpit. Add the two wing fences to the one-piece mainplane and secure this to the fuselage. After applying any necessary filler to the joints and allowing it to set, sand for a smooth finish.

undercarriage units can be painted and assembled, these should be white, and the ejection seat can receive further detail, and be painted. Mask the canopy at this stage and attach it to the fuselage. Maritime strike Shamshers can carry Sea Eagle missiles in the anti-shiping role so I elected to fit a fuel tank to the centre underfuselage pylon and Sea Eagles, from an Airfix Buccaneer kit, on each of the inner wing pylons, though the outer pylons were left empty.

Shamshers of No.6 Squadron Indian Air Force are finished in an overall camouflage scheme of light grey and medium blue/grey in the standard RAF pattern as shown in the kit's instructions. I used Humbrol 147 (Matt Light Grey) for the base colour with Humbrol 128 (US Compass Grey) plus a touch of blue for the darker contrasting shade.

The nose radome, anti-glare panel and fin tip are semi-gloss black. Unsure of the correct colour for the Sea Eagles, I painted mine in a dark blue, and all these colours were applied by hand painting.



Underside of the completed model showing the Sea Eagle missiles in position

Decals

You can use the kit decals for all the standard instruction and warning markings displayed on the airframe, but the national and unit markings will probably have to be made. You may be lucky and have some suitable Indian roundels in your decal bank, but all mine were too large so I had to resort to producing my own.

National markings for almost any country can be created with the aid of a leather punch. These are designed to cut small round holes in leather and are usually adjustable to punch six different sizes of hole. They can be purchased from haberdashery stores for around £9 and are well worth the outlay.

Indian roundels are in three colours, saffron (orange), white with green centre and are cut from sheets of solid-coloured decal. The larger saffron disc will have to be cut out with scissors but the white and green discs can be cut with the leather punch. Apply the saffron disc to the model surface first and then overlay this with the white and green ones to complete the roundel. The fin flashes are similarly made from rectangles of the three colours, saffron to the front.

The markings for No.6 Squadron will almost certainly have to be hand painted in their entirety and it is a tricky task for which you will probably need a magnifying glass. I was lucky to find some decals that could provide the red diamond shapes, so check your spare decals, there may be something that can help you. To aid you in hand-painting the details of the squadron marking, this has been reproduced in an enlarged form.

Indian Air Force serial numbers are carried on each side of the fin in black and the three numbers are repeated in orange on the nosewheel door.

When all of the decals have been applied, fit the remaining parts to the model and give the whole aircraft a couple of spray coats of clear satin varnish. You should now have a model of a very familiar aircraft in an unfamiliar colour scheme, and that should draw some complimentary comments at the next club meeting.

Tony Clayton



Show Report: Southern Expo 1999

Photographic coverage by R.A. Franks and Robert Day



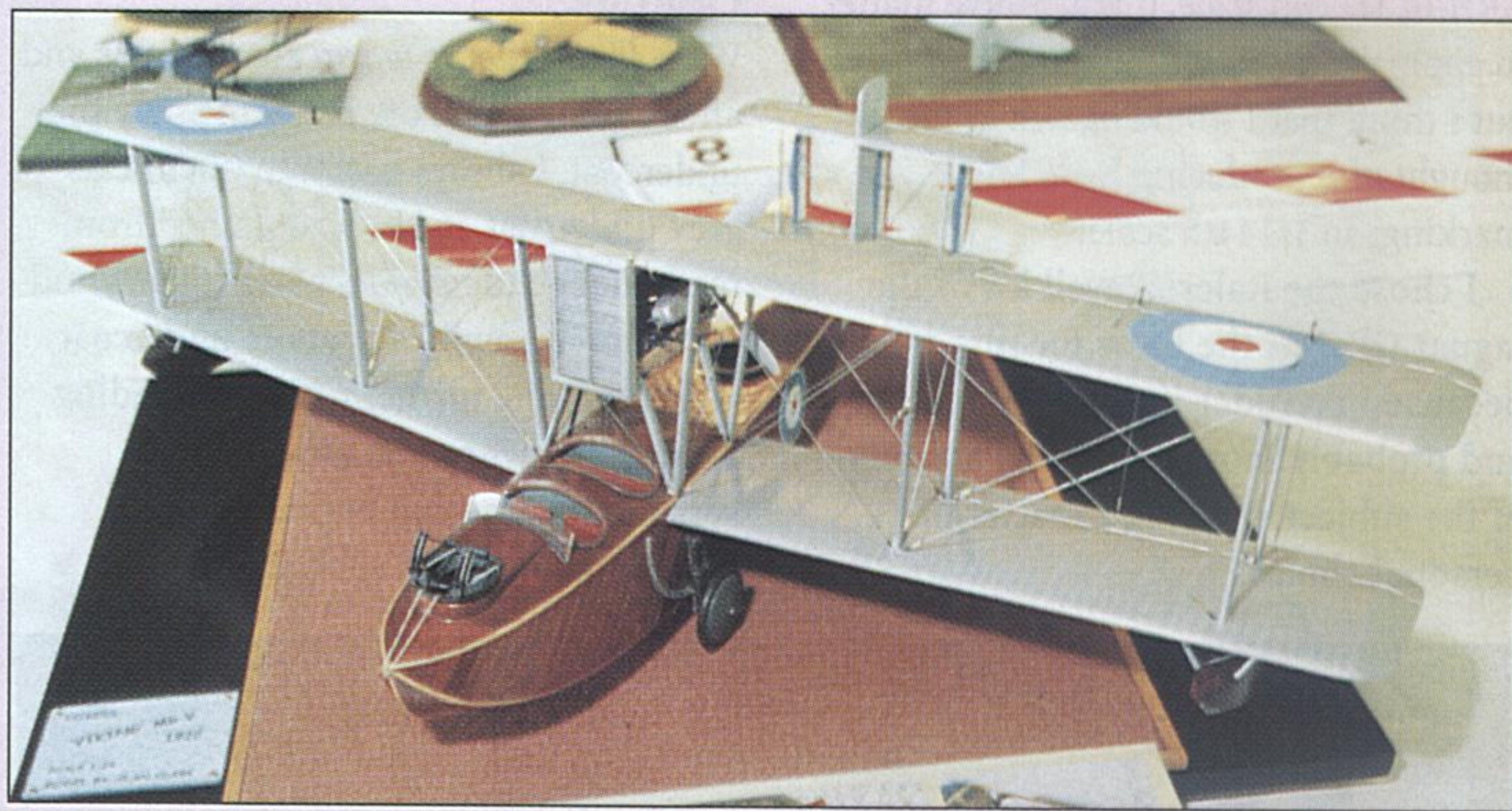
Winner of the 'Best in Show', the Aircraft 1/64 to 1/99 scale and the Wingspan Trophy was this amazing (but impossible to photograph!) Junkers G.23w by Andrzej Ziober



A nice 1/48th scale conversion of the Hunter to an RNAS Yeovilton operated example



Placed third in the Aircraft 1/48th to 1/63 class was this Northrop BT-1 by B. Schrock



Winning the scratchbuilt aircraft class was this Vickers Viking by Alan Clarke



Not placed in the 1/48th to 1/63rd scale aircraft class was this Grumman F-14D Plus Tomcat



Once again the Southern Expo raised money for the local Hospice. This year no less than £3,000 was raised - well done to everyone concerned!

Southern Expo 1999

CLASS WINNERS

SENIOR

- Aircraft 1/100 and Smaller
 - 1st. P. Westbrook - B-52H
 - 2nd. M. Williams - P-47D
- Aircraft 1/64 to 1/99
 - 1st. A. Ziober - Junkers G.23
 - 2nd. P. Westbrook - LLoyd CV
 - 3rd. P. Westbrook - Curtis Hawk P6-E
- Aircraft 1/48th to 1/63
 - 1st. P. Westbrook - Albatros D.V
 - 2nd. S. Rutland - Bristol F.2b
 - 3rd B. Schrock - BT-1
- Aircraft 1/47 and Larger
 - 1st. P. Westbrook - Nieuport 17
 - 2nd. P. Westbrook - Boeing P-12E
 - 3rd. G. Crisp - Corsair II
- Aircraft Vac-form
 - 1st. G. Green - Fw 58
 - 2nd. P. Westbrook - Hannover CL.IIIa
 - 3rd. B. Schrock - Fairey Firefly
- Aircraft Scratchbuilt
 - 1st. A. Clarke - Vickers Viking
- Civil Aviation
 - 1st. B. Schrock - Pitcairn Autogiro
 - 2nd. S. Anderson - D.H. Comet
 - 3rd. H. Jones - Wessex

JUNIOR

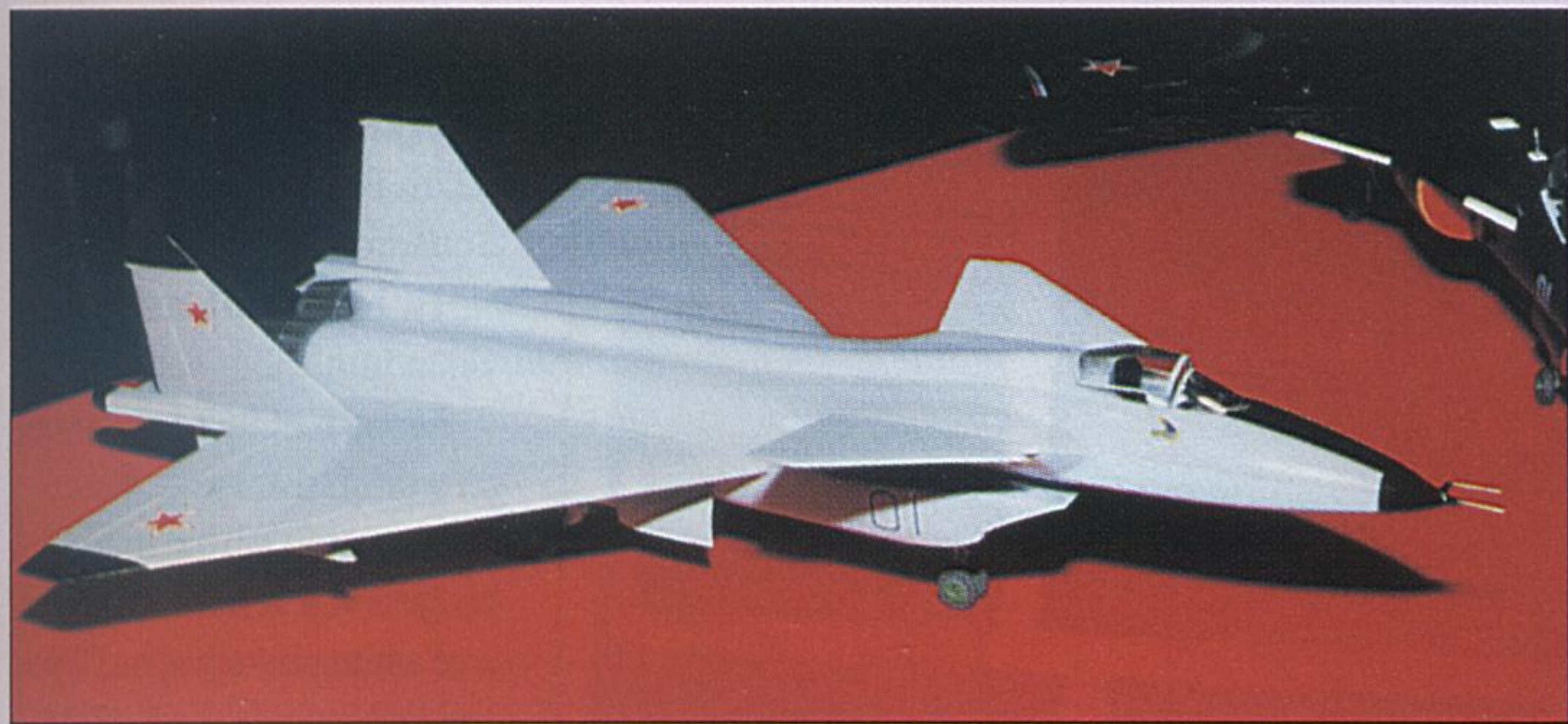
- Aircraft 1/72nd and Smaller
 - 1st. R. Owens - Hellcat
 - 2nd. M. Lloyd Staples - Spad
- Aircraft 1/71 and Larger
 - 1st W. Lovelock - UHU Night Owl
 - 2nd. J. Lucas - Skyray
- Diorama
 - 2nd. J. Woodward - Do 217 K2

TROPHY WINNERS

- Senior Best in Show
 - Andrzej Ziober - Junkers G.23w
- Flying Past Trophy
 - Peter Westbrook - Avro Tutor
- RAF Trophy
 - Don Richards - Phantom
- Fleet Air Arm Trophy
 - Roger Brown - Supermarine Scimitar
- US Navy Trophy
 - Robin Bellamy - Skyhawk
- Wingspan Trophy
 - Andrzej Ziober - Junkers G.23w
- 8th Air Force Trophy
 - Paul Janicki - P-47D
- World War Two Trophy
 - Graham Green - Focke Wulf Ta 154 V3
- Brian Cooper Memorial Trophy
 - Bill Matthews - Douglas DC-8
- Best Painted WWI
 - Peter Westbrook - Albatros D.V
- Jim Wood Trophy
 - Peter Westbrook - Grumman FF-1



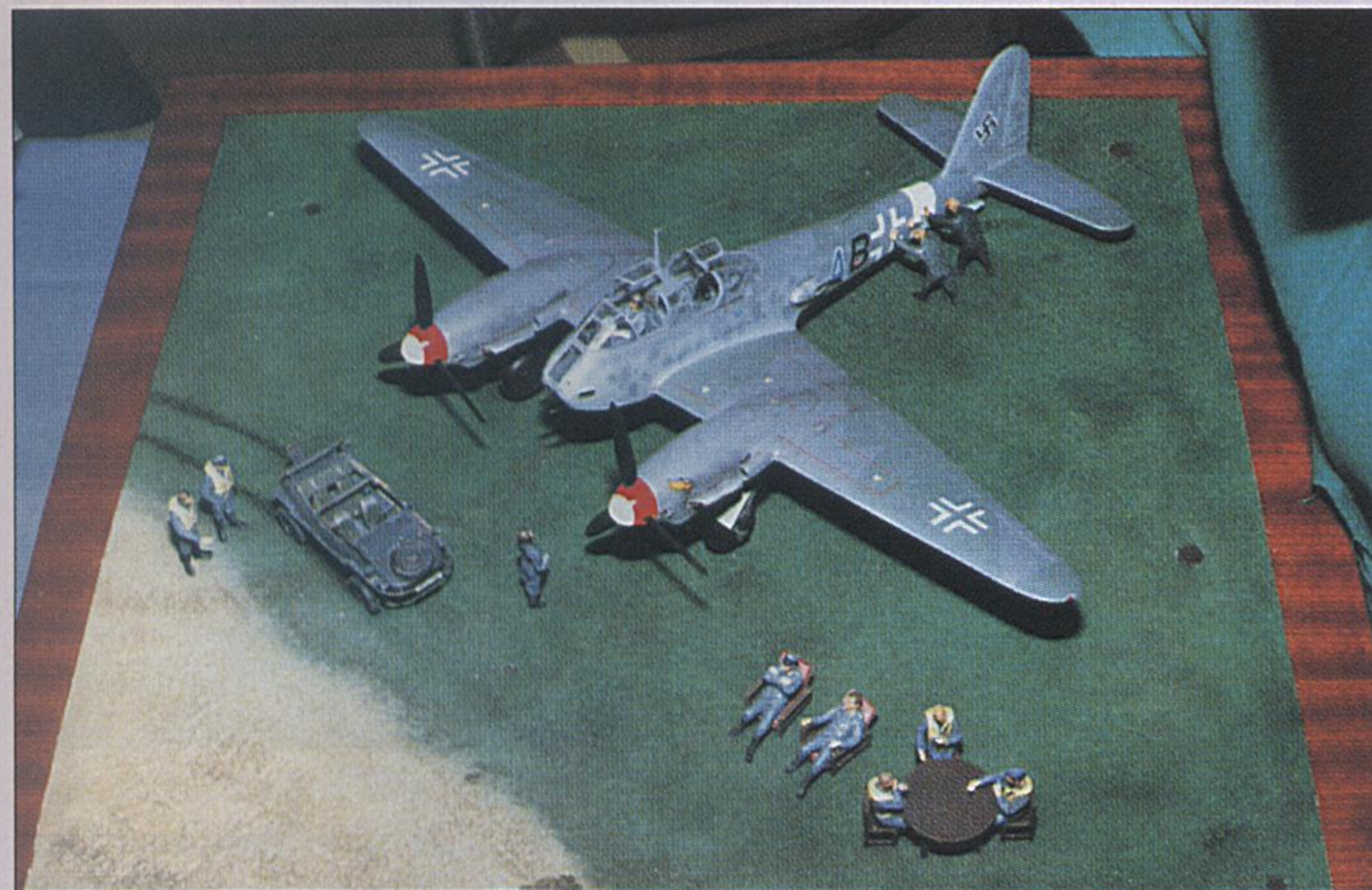
Andrzej Ziober collecting his 'Best in Show', and Wingspan Trophy from the organisers



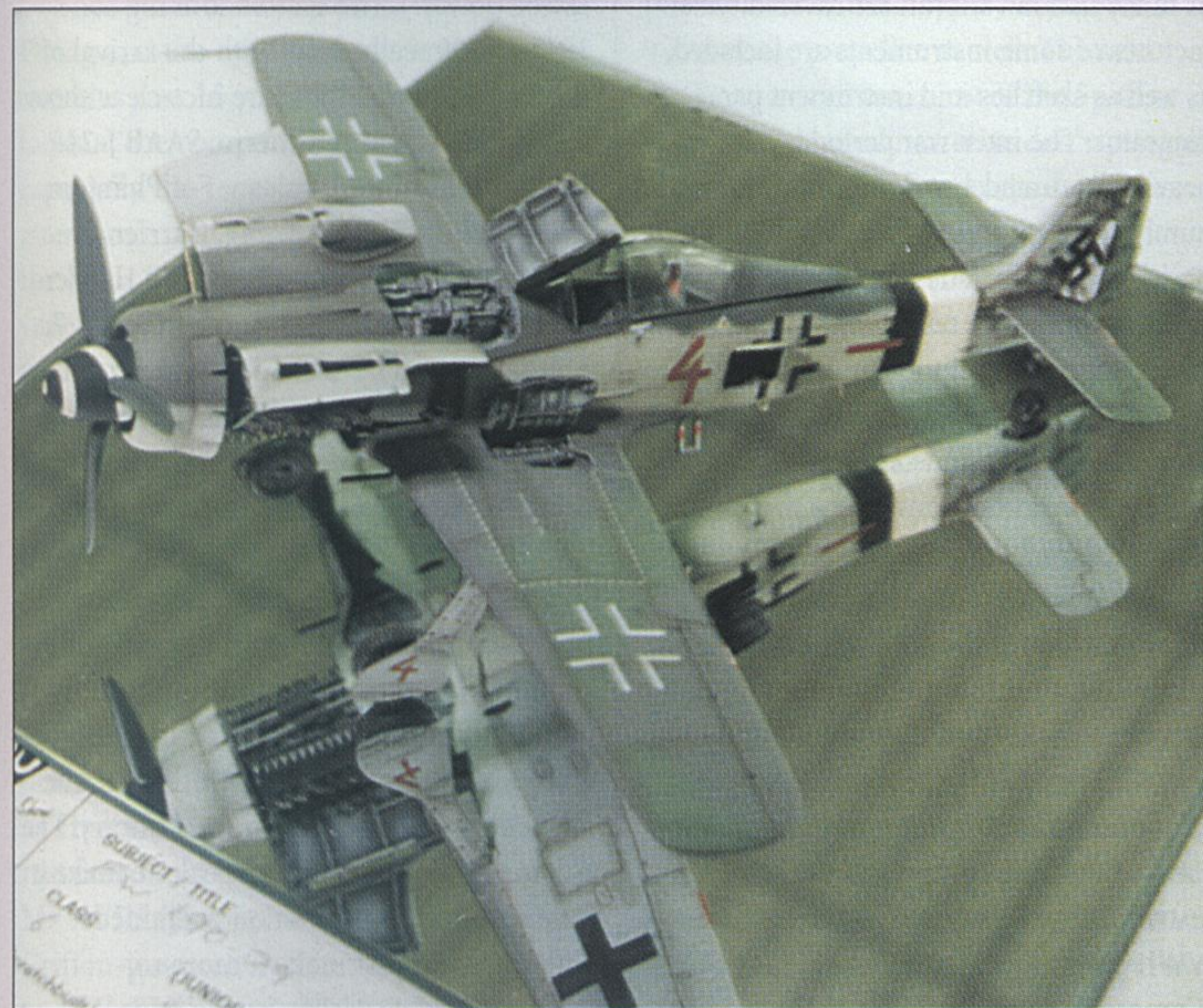
Seen on the Soviet A.F. SIG was this MiG MFI/144 built by Ken Duffy with a combination of Su-7, MiG-29 and Phantom bits! (© R. Day)



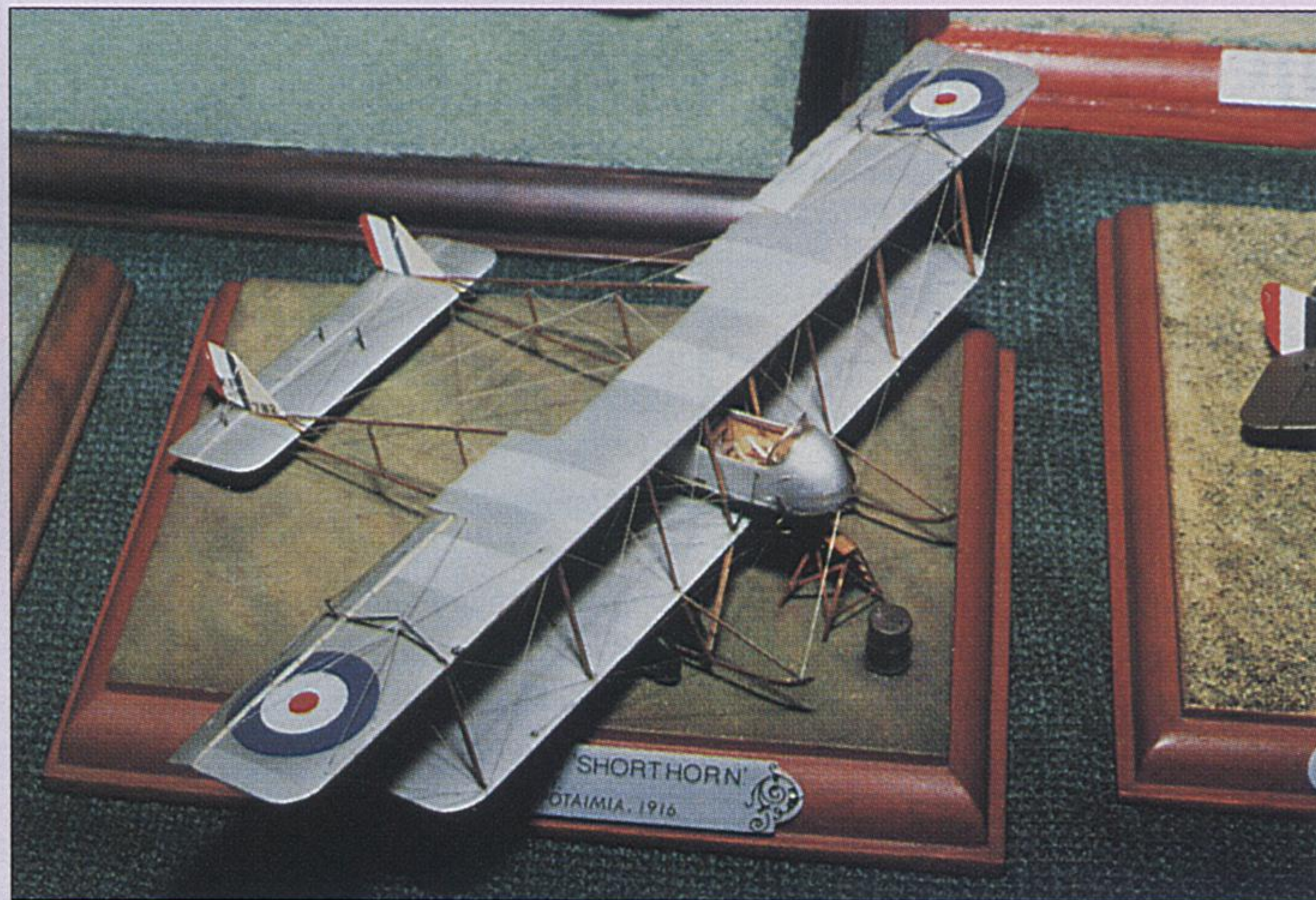
A nice model of the Fi 167 (from the Pavla kit) in Croatian markings was seen on the IPMS Essex stand (© R. Day)



A nice Me 410 diorama by Thorsten Schreke of Modellbauverband Rhein Main Necker (© R. Day)



Nicely detailed (with the FM set?) was this Focke Wulf Fw 190D-9 in the 1/48th to 1/63rd aircraft class



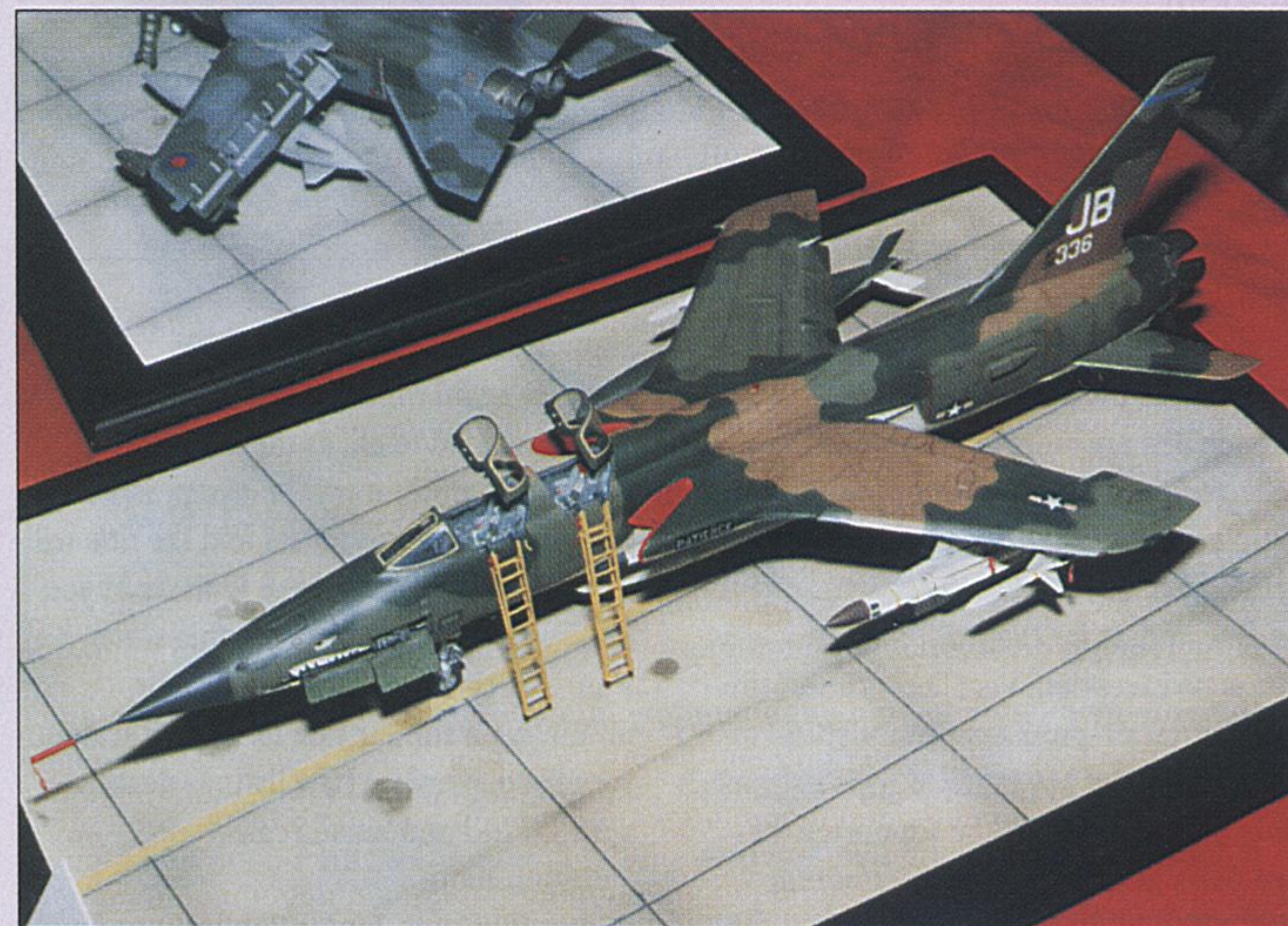
Seen on the IPMS Essex stand was this Morane Farman Shorthorn (© R. Day)



A Short Sandringham conversion, based on the Airfix Sunderland kit and built by Alan Dent of the Cleveland Scale Model Group (© R. Day)



The Azur Loire 130 built by Phil Davis of IPMS Kent (© R. Day)



An excellent Republic F-105 Thunderchief seen on the Norfolk Scale Aircraft Model Group's stand (© R. Day)

USAFE Fighters 1948-1959

USAFE Fighters 1948-1959 Before Centuries

by Msgt David W. Menard, USAF (Ret.)

Price: £24.99

Publisher: Airlife Publishing Ltd, 101 Longden Road, Shrewsbury, SY3 9EB

Tel: 01743 235651 Fax: 01743 232944

This title comes in a landscape A4 format, with 128 pages and a hardback cover.

This is certainly a book that all USAF and early jet fans will want. Basically what you get is a look at each of the units operated by the USAFE during the 1948 to

1959 period. The units covered are:

- 10th Tactical Reconnaissance Wing,
- 20th Fighter Bomber Wing
- 21st Fighter Bomber Wing
- 36th Fighter Bomber Wing/Fighter Day Wing
- 48th Fighter Bomber Wing
- 50th Fighter Bomber Wing
- 66th Tactical Reconnaissance Wing



(Near right) Parked in with its crestown rivals, aircraft of the 98th FBW, this T33A F-84E may be awaiting repairs after an emergency landing.

(Far right) Red, white, and blue nose bands and bronze tip tanks painted with green probably set apart the aircraft of a senior officer of the Wing.

(Opposite) When Col. Robert L. Scott became the 38th FBW commander, his F-84E was decorated with Flying Tiger insignias to commemorate his service in China.

(Left and below) The markings on this armed T-33A appear to be directly opposite those of its stablemate F-84Es.

- 324th Fighter Interceptor Squadron
- 357th Fighter Interceptor Squadron
- 431st Fighter Interceptor Squadron

For each of these units you get a brief history, a colour reproduction of that unit's badge and a selection of black and white photographs. Types covered include the F-47D, F-80, F-84, F-86 and T-33. These photographs are clear and will offer a mass of information for the modeller, and it is good to find some clear pictures of the



- 81st Fighter Interceptor Wing/Fighter Bomber Wing
- 86th Fighter Bomber Wing/Fighter Interceptor Wing
- 388th Fighter Bomber Wing
- 406th Fighter Bomber Wing/Fighter Interceptor Wing
- 45th Fighter Interceptor Squadron/Fighter Day Squadron

'Skyblazers' F-86s.

Considering the resurgence in late 1940s and 1950s machines, this book is one which can be recommended to all. The quality of the photographs and the presentation make this a title I am sure all USAF fans will want (and rightly so!).

Our thanks to Airlife for the review sample.

Fighting Cockpits 1914-2000

Fighting Cockpits 1914-2000: Design and development of military aircraft cockpits.

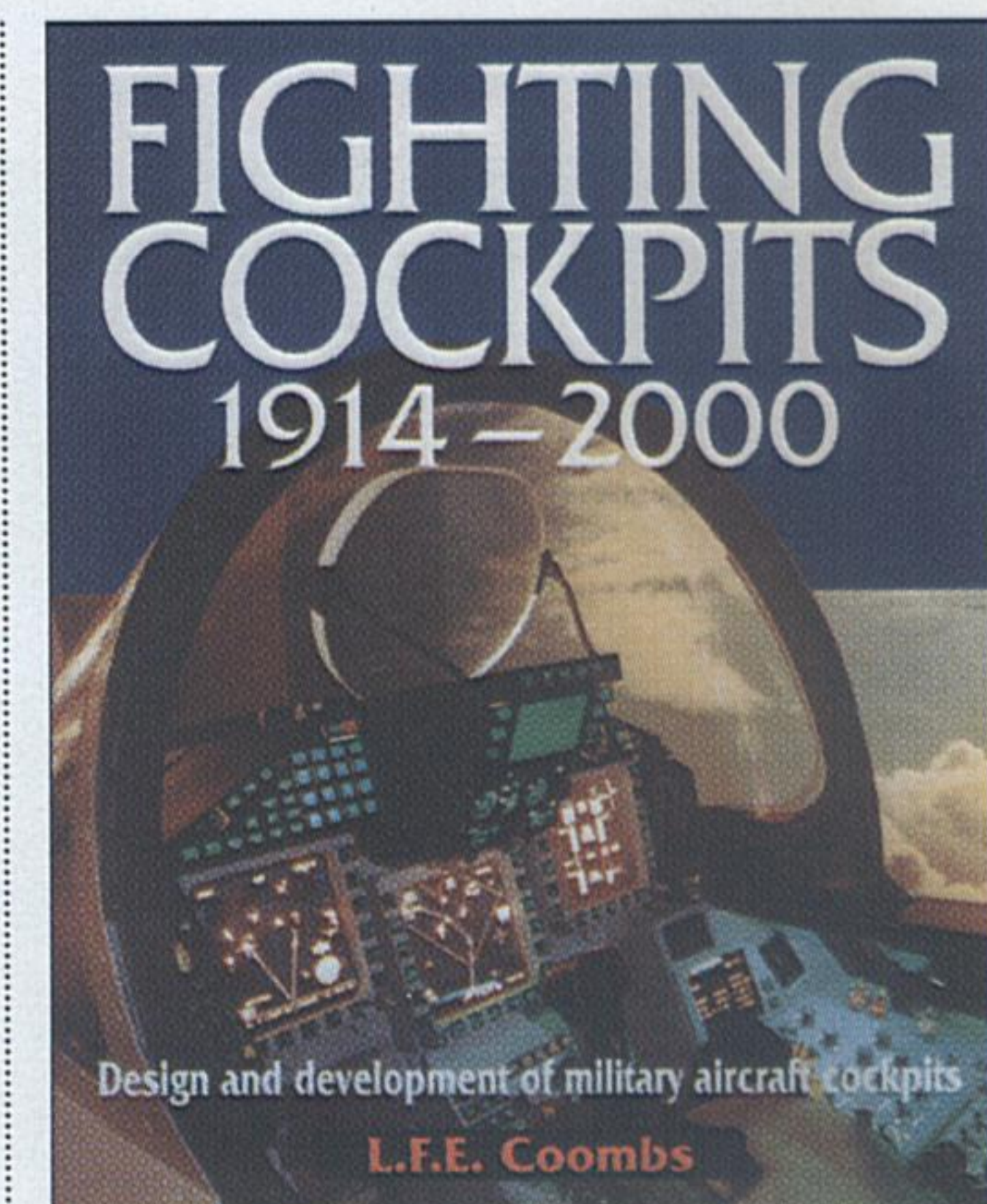
by L.F.E. Coombs Price: £24.99

Publisher: Airlife Publishing Ltd, 101 Longden Road, Shrewsbury, SY3 9EB

Tel: 01743 235651 Fax: 01743 232944

This title comes in a hardback A4 format with 194 pages.

As you would expect with a title like this, the coverage has been broken down into sections and these are by time period; 1914-1918, 1919-1930, 1930-1939, 1939-1944 and 1945-c.1990. Each of these sections was a good narrative commentary on the evolution of the cockpit and, of course, there are a number of good clear black and white photographs. These photographs are not limited to British types, as many nation's aircraft are covered. Detail pictures of some instruments are included, as well as sketches and instrument panel diagrams. The inter-war period is not heavily illustrated, but does include a number of interesting types. The 1930-1939 period section includes coverage of the development of the reflector gunsight, with clear photographs of the Bar & Stroud units. Nice clear pictures inside such exotics as the Breguet 693 are included in this part, making it well worth having for these images alone! This is followed by a section looking at the WWII (1939-1944) period and this includes a look at the development of the bombsight, as well as a look at both American (B-29) and German (Bf 109) aircraft. The centre pages offer a four-page colour section with photographs inside the Hawk 200, JPATS cockpit and the JAS-39 instrument panel layout. Returning to the WWII coverage, the title looks at the GGS (Gyroscopic Gun Sight), the AI Mk VI radar scope inside a Typhoon, and gives two clear



views inside night fighter Mosquitoes. The best photo (for me) was that of the AI Mk IV radar position in the back of the Douglas Havoc (lovely!). The section looking at 1945-c.1990 really deals with the arrival of the jet aircraft and there are nice clear shots inside the Vampire, Canberra, SAAB J-21 (not 'A-21' as stated), Vulcan, F-4 Phantom, Rockwell B-1, E.E. Lightning, Harrier GR Mk 1, Jaguar, TSR.2, Hawk, Sea Harrier F/A.2, J-35F Draken and Harrier GR Mk 7. This is followed by a chapter looking at the design of a fighter cockpit today and here there is another colour section offering colour photographs of the F/A-18A Hornet, EAP, F-22 Raptor and Eurofighter (Typhoon) cockpit layouts. The final section within this title takes a look at 2000 and beyond, with comments on the evolution of the cockpit and the technology that may be used.

Overall this is an excellent title, and one all modellers should add to their library. The illustrations and photographs alone make it a 'must' and the information contained within the text just make it more so.

Our thanks to Airlife for the review sample.

Air Intelligence: 1/72nd Guide '99

Air Intelligence: 1/72 Aircraft Modeller's Guide 1999

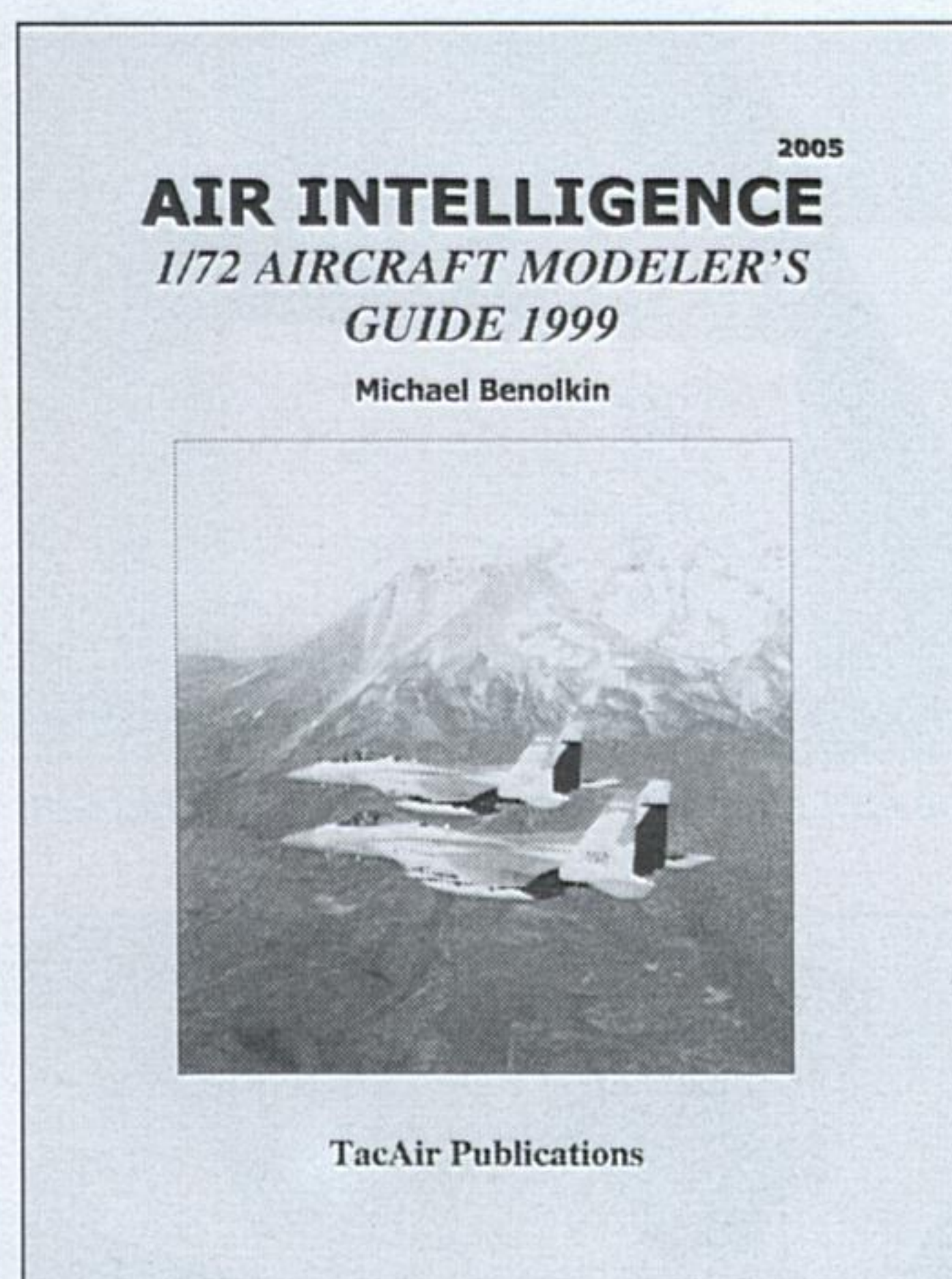
by Michael Benolkin

Price: \$29.95 (plus shipping)

Publisher: TacAir Publications, P.O. Box 90933, Albuquerque, NM 87199-0933, USA.

Many of you may recall our review of the 1998 edition of this listing in the October 1998 edition (See Vol 4 Iss 10 October 1998 Page 610).

This edition, totally updated for 1999, is in an A4 format with 197 pages. The contents are a complete list of each aircraft type, followed by a detailed listing of all current kits, accessories and decals that are available in 1/72nd scale. Once again only products made within the last ten years are included, as the publisher feels that those outside this are more applicable to the collector's market. Producing any such listing does mean that it is out of date once printed, but as noted before, TacAir offer an on-line update for their titles and this new one is no exception. Visit TacAir's website at <http://tacair-press.com/index.shtml> to update this and any other of their listings. Note that each list will be supported for two years in this manner, therefore the 1997 edition will be on-line until the end of this year, while the 1999 listing will be



supported until the end of 2000.

Once again this is a title which can be recommended to all, as the information contained within it will be of use as well as of interest to all modellers and the title will be a great reference source to those of you looking for a certain item in this scale. Note that this publisher will also be producing a similar title for 1/48th scale very soon, plus two new listings dealing with 1/32nd and 'small scale' (1/100-1/400th).

Our thanks to TacAir Publications for the review sample.

Bookshelf Update

MiniReplika

The latest (1/1999) edition of this Polish modelling magazine is now available. The title includes features on the Morane Saulnier MS.35 EP2, builds of the new Revell 1/72nd scale Me 262A-1a and Me 262B-1a/U1, photo coverage of the 1/48th scale MiG-21MF by Academy, and an update (with Eduard sets) of the 1/48th scale He 111 by Monogram. The magazine also includes previews of a number of recently released kits, plus some accessories and books.



Squadron

Don't forget, with the recent release of the 1/72nd scale Cessna A-37 Dragonfly by Academy, that you can obtain the 'in action' title from this source.



Copies retail for £6.99 and the UK distributor is Pocketbond Ltd (see Advertisers Index).

Swastika in my Gunsight

This is a title due from Sutton Publishing and it is published in English for the first time. The title, written by Soviet ace Igor Aleksandrovich Kabarov, details all his war service which included the shooting down of 28 enemy aircraft.

The title will be 224 pages with 40 photographs and will retail for £19.99. The release date is the 25th July 1999.



The Air VCs

This is another title due from Sutton Publishing, and it is written by occasional SAMI contributor, Peter G. Cooksley. This book is being published in softback for the first time and lists all the 19 VCs awarded to pilots during the First World War.

The title will be 224 pages with 240 illustrations and will retail for £10.99. The release date for this title will be the 25th June 1999.

For more details contact Sutton Publishing on 01453 731114 (Fax: 01453 731117), while American enquiries should be via Books International on 703 661 1586 (Fax: 703 661 1501).



Italian Wings

The first in a new series of books on CD have been released by this publisher. The CD requires Windows® 3.1/3.11 and the text (both Italian and English) covers the historical, technical and heraldic study of the Fiat CR.32.

This is an excellent product, and one that I am sure will appeal to all Italian A.F. fans. For more information contact: MisterKit S.a.S, Via Monviso 107, 20089 Rozzano (MI), Italy. Tel/Fax: ++39 02 8243791

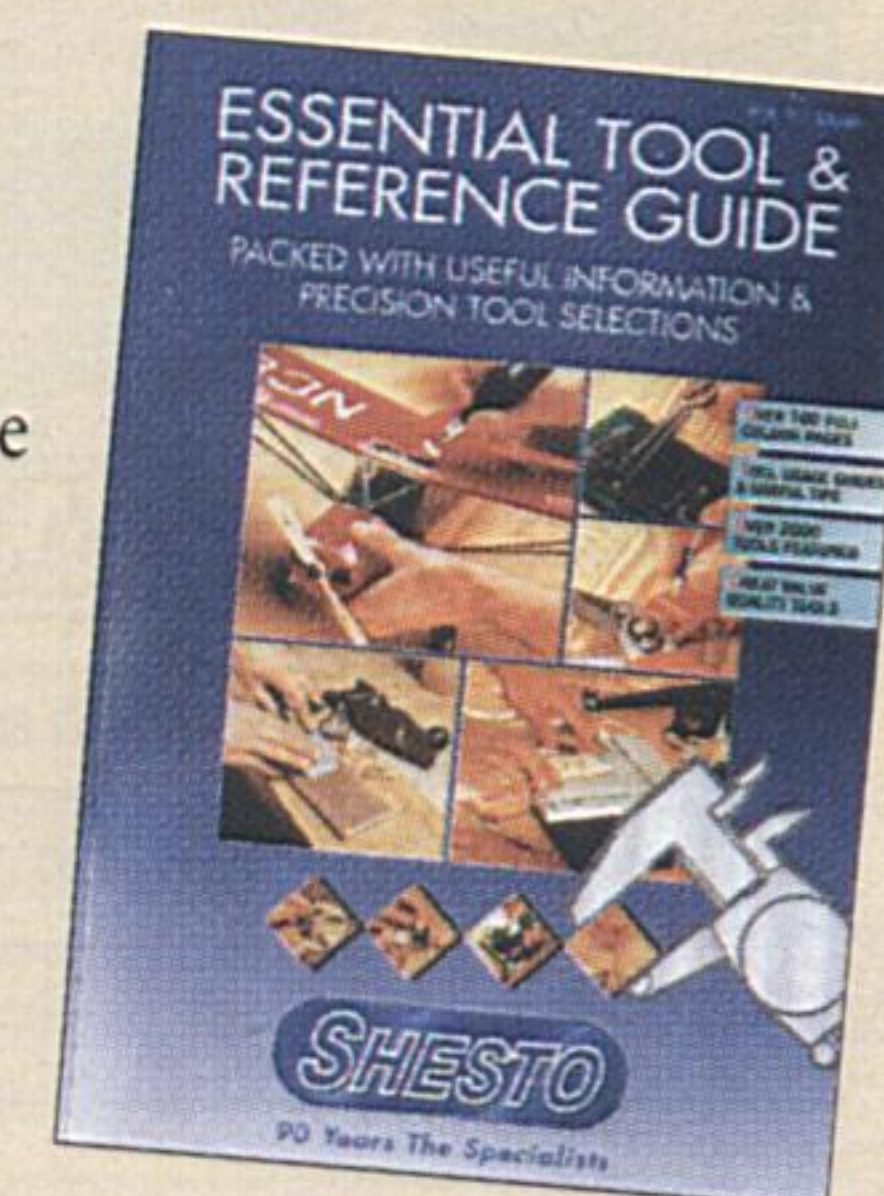


Shesto

The latest Essential Tool and Reference Guide has been released by this company. The 100 page, colour brochure offers over 2,000 precision tools from Airbrushes to knives and clamps.

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Spitfires and Polished Metal

**Spitfires and Polished Metal -
Restoring the Classic Fighter**
by Graham Moss & Barry McKee

Price: £16.95

Publisher: Airlife Publishing Ltd, 101
Longden Road, Shrewsbury. SY3 9EB
Tel: 01743 235651 Fax: 01743 232944

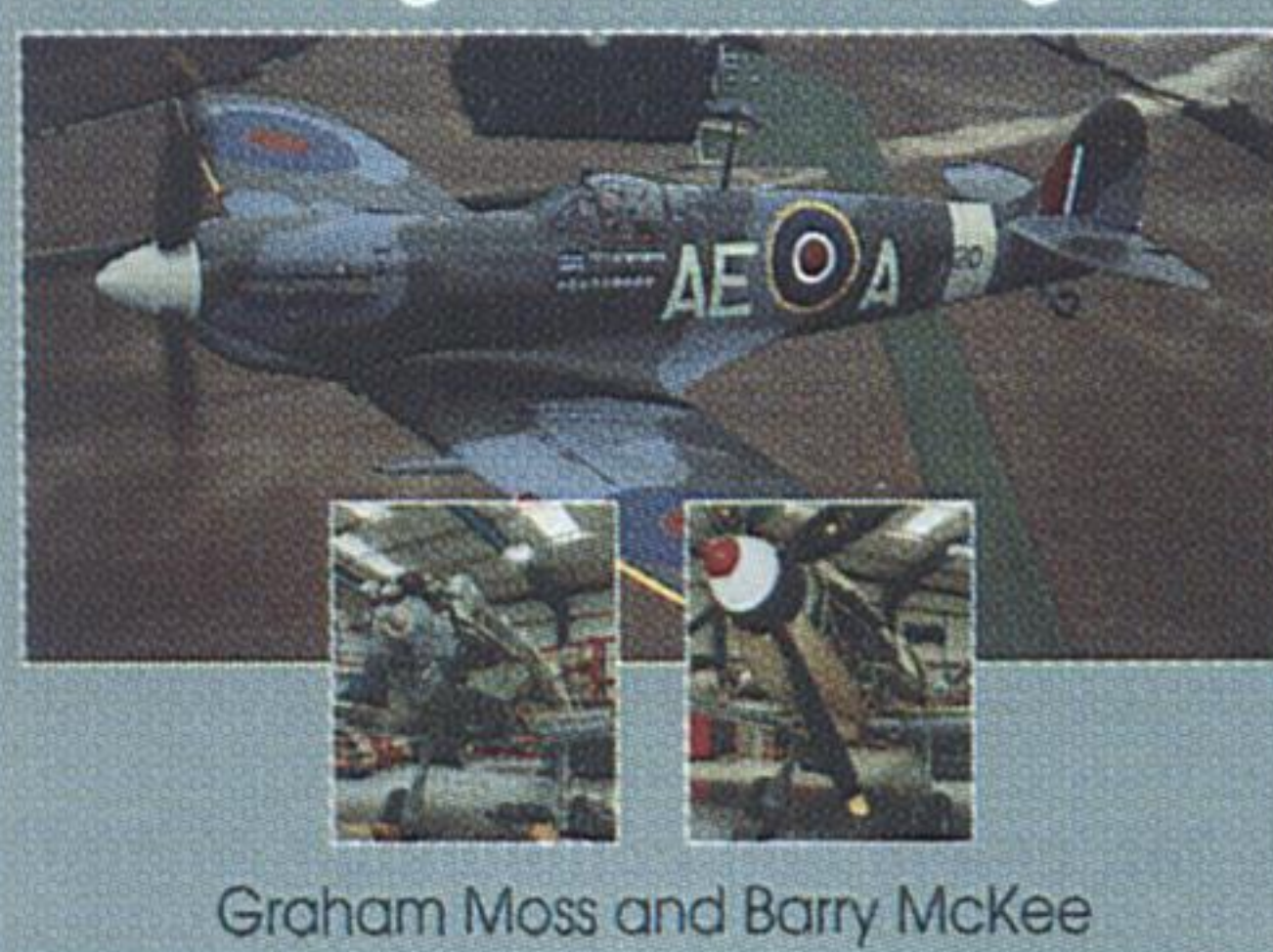
This title is very much in the usual 'photo title' layout with a laminated card cover, 144 pages of contents and a 230mm x 270mm format.

Any of you that are familiar with the photographic skills of Barry McKee will understand what this title is offering, as all the colour photographs within this book are by Barry.

The title is basically a look at Historic Flying and the Spitfires they have restored over the past 15 years. The first chapter looks at the company and its work, especially the restoration of the ex-gate guardian machines that were 'traded' by the MOD for a number of glass-fibre versions. The next chapter is an overview of the commercial side of aircraft restoration by Historic Flying's owner, Tim Routsis, and in this section there are the first of a number of detailed pictures of Spitfire components before and after restoration. The next chapter is an in-depth look at the structure of the Spitfire, with a mass of clear photographs illustrating this. This chapter is extremely well illustrated, but, because of the aircraft marks restored by Historic Flying, the coverage is restricted to the Mk Vb, Mk XVI and Mk XVIII. The next chapter looks at the Griffon-powered Spitfires, with the Mk XVI and Mk XVIII covered once again. This chapter does look specifically at the

SPITFIRES AND POLISHED METAL

Restoring the Classic Fighter



Graham Moss and Barry McKee

powerplants of these types, with some views of the propeller as well. The next chapter gives an overview of the Spitfire series, with a good narrative description of the marks as the design evolved and also mentions some of the engineering difficulties that had to be overcome. The final chapter is all about flying these restored Spitfires with input from the Historic Flying team as well as RAF pilot, Charlie Brown. This is followed by an appendix that lists all surviving Spitfires, another listing all surviving Seafires and, finally, another that lists the engines fitted to the Spitfire.

This is certainly an excellent title, and one that will be of great use to all modellers of the Spitfire. The quality of the photographs and the level of detail offered, much of it only available because the airframes are 'de-skinned', make it a real 'must'.

Our thanks to Airlife for the review sample.

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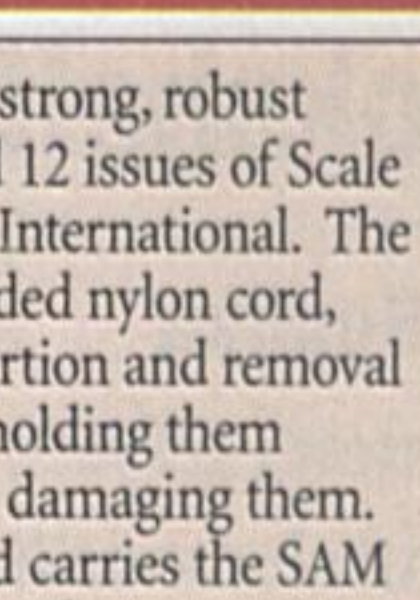
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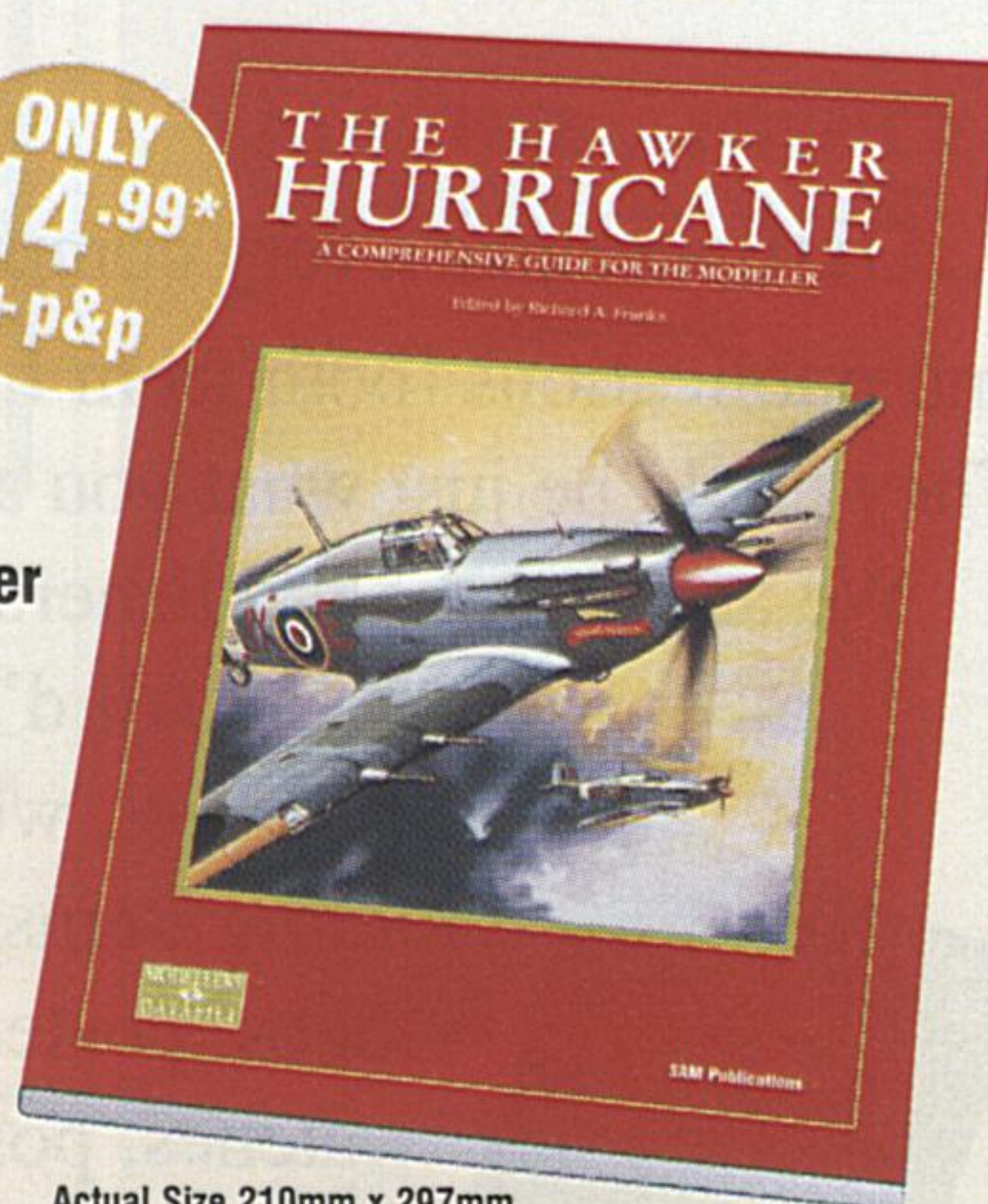
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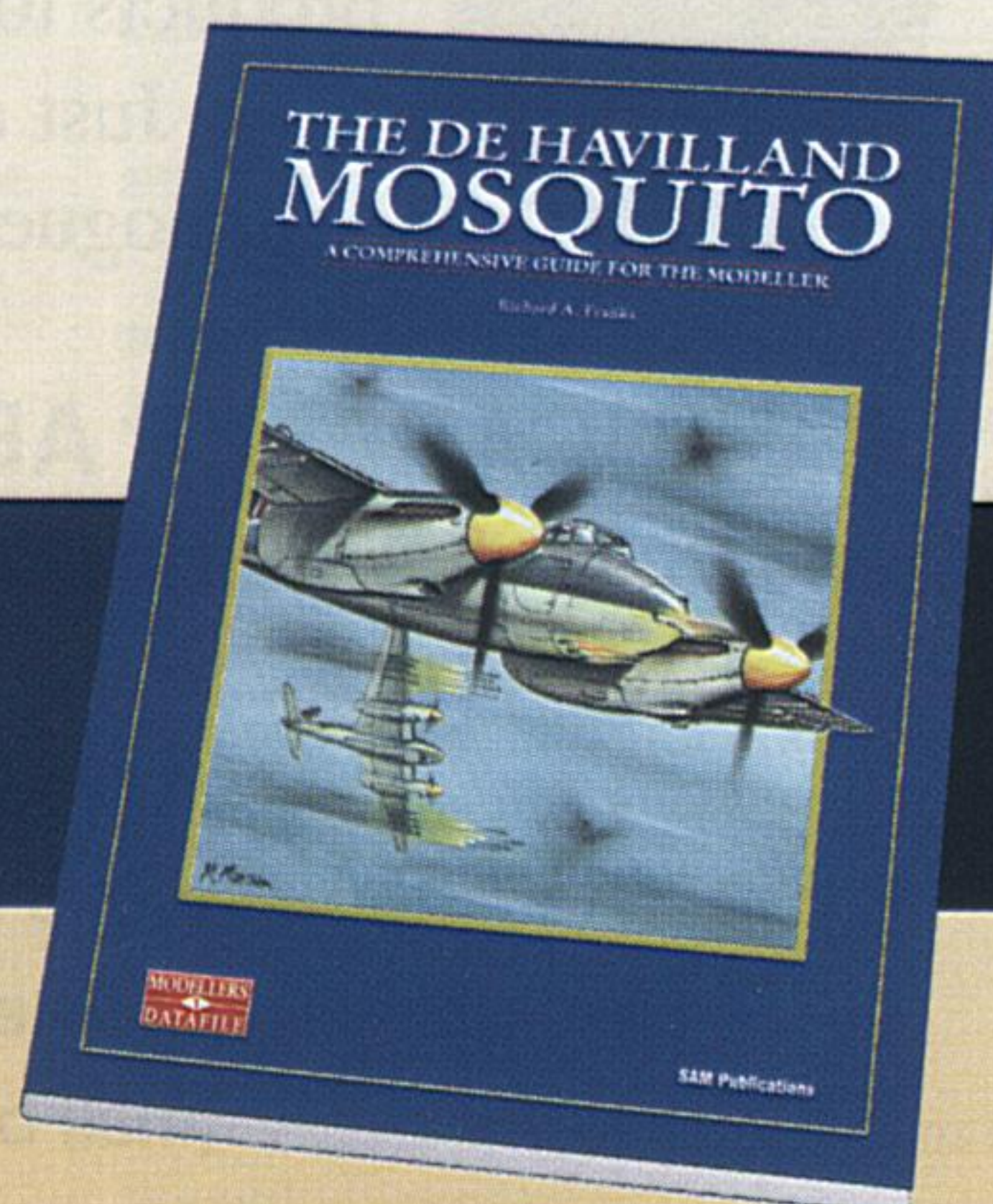
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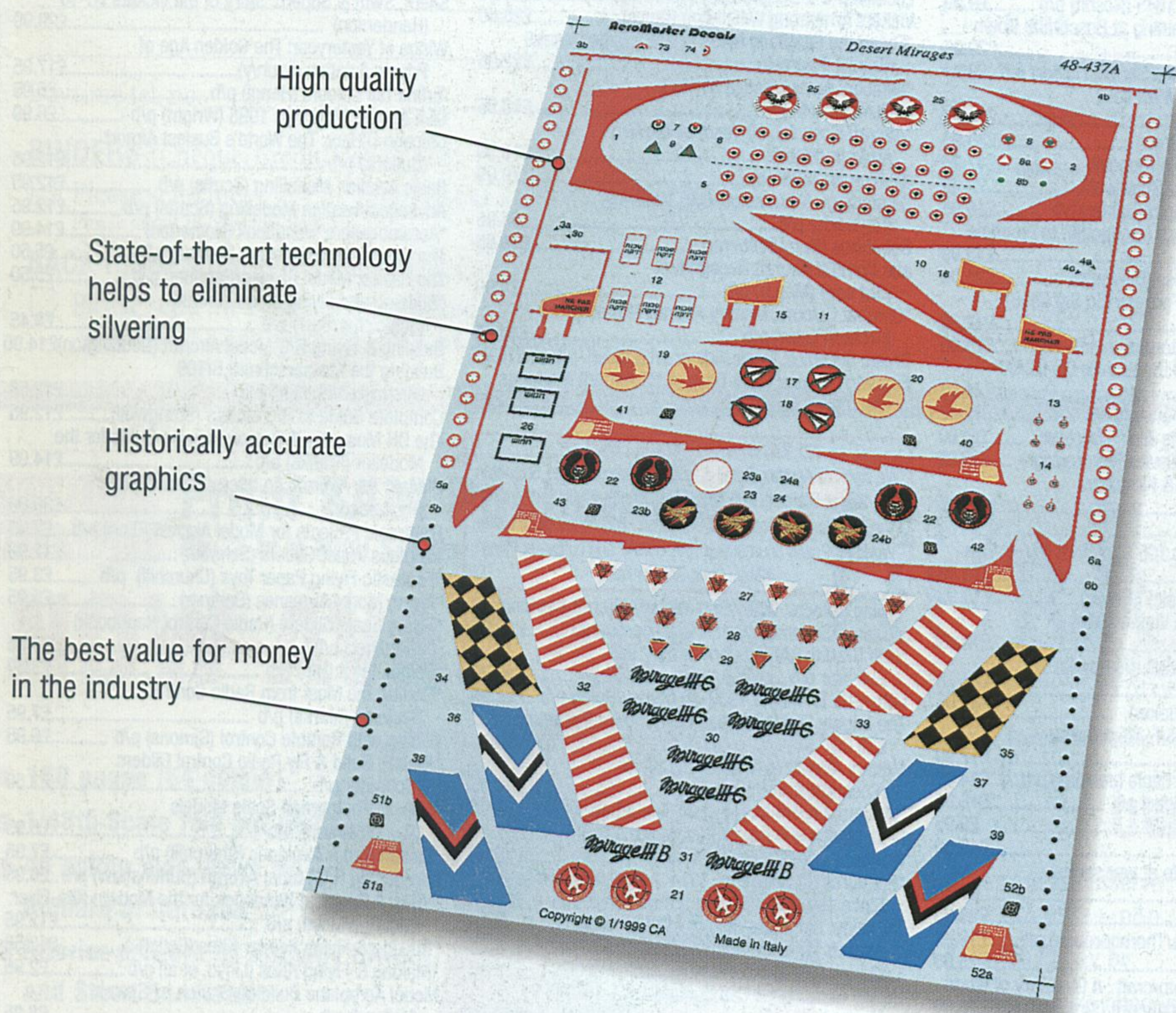
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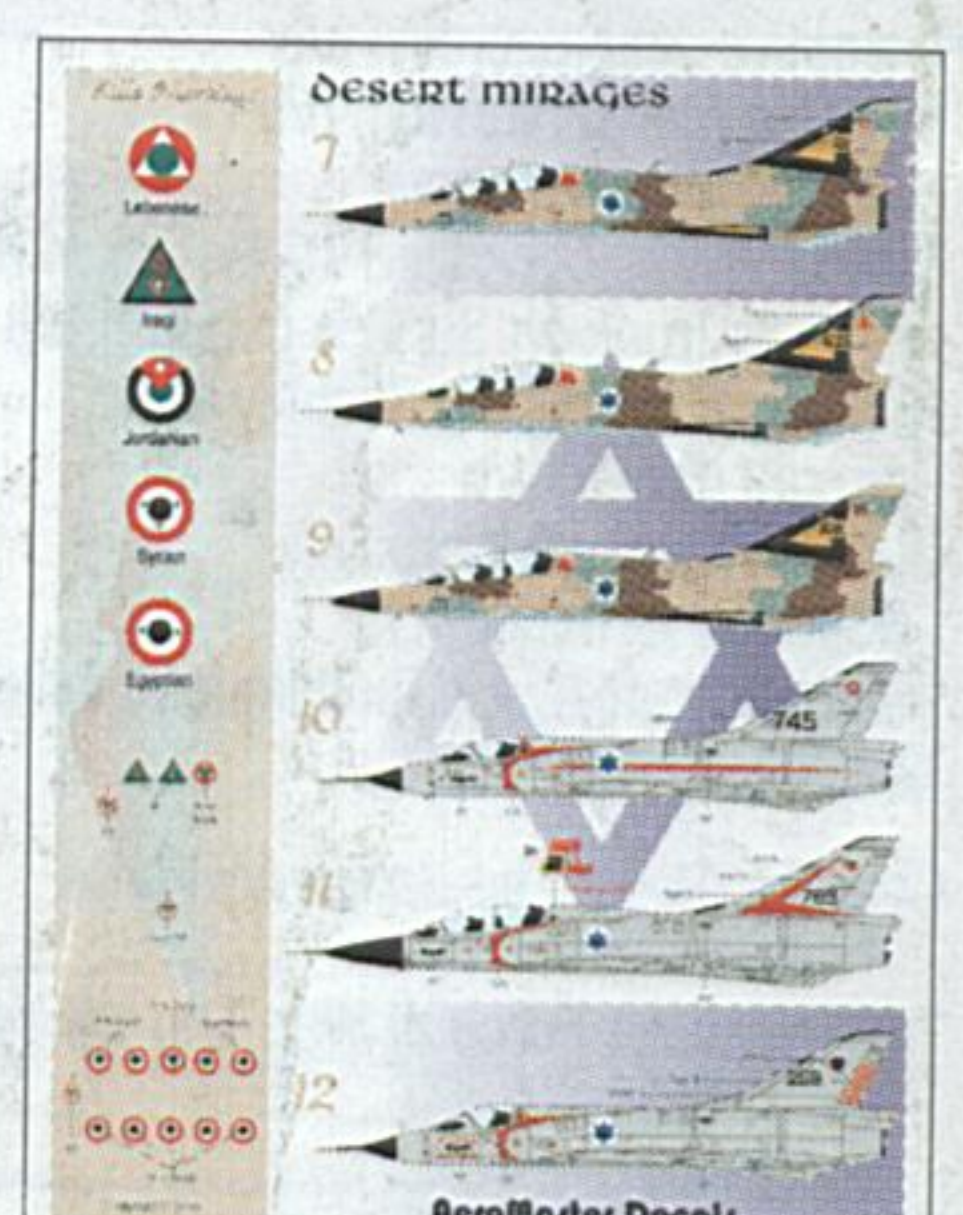
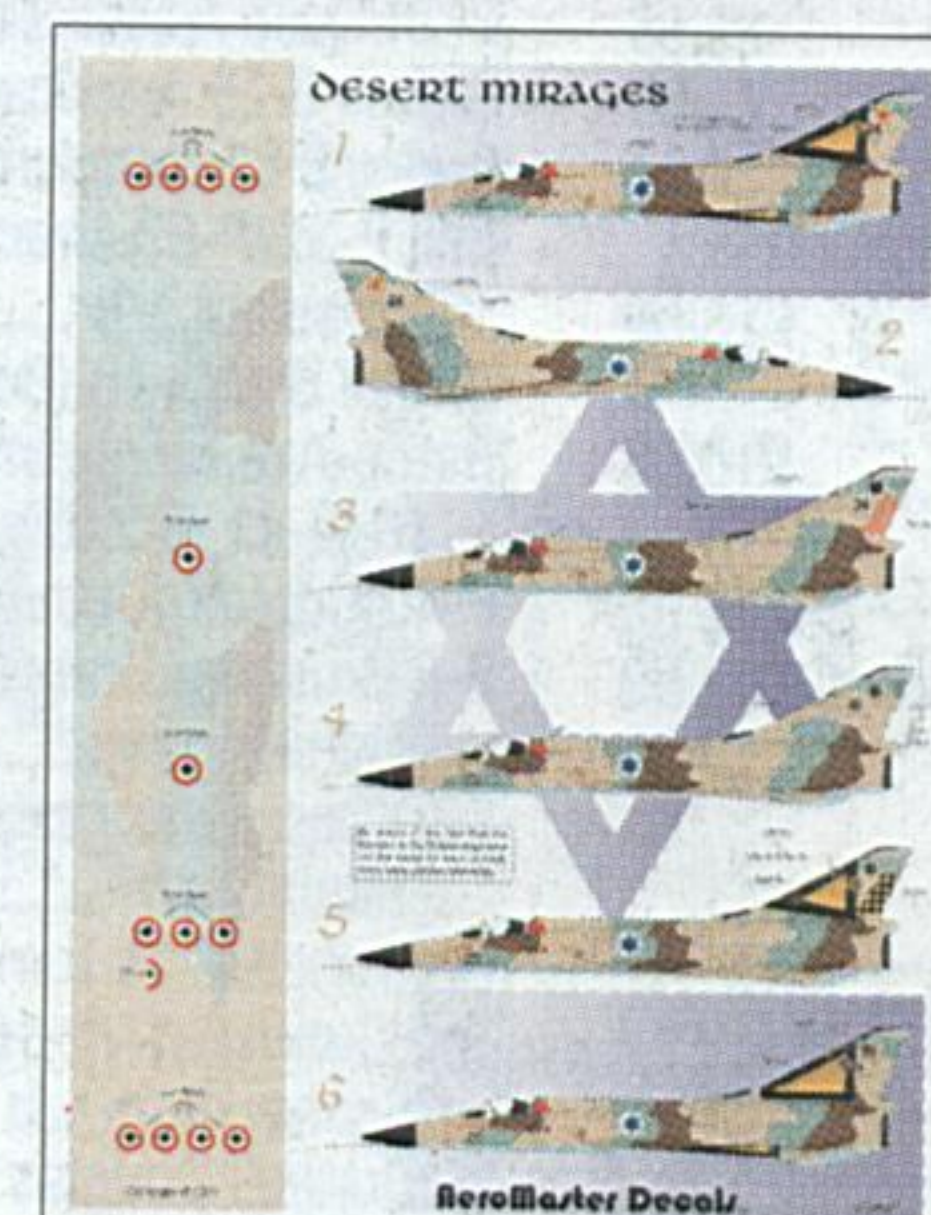
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